

MAP
 Showing Course of the United States
 Atlantic Fleet from Hampton
 Roads to Puget Sound

The dots along the course locate
 the position of the fleet at noon on
 the date corresponding.

The figures indicate the number of
 miles made good during the pre-
 vious twenty-four hours.

140 130 120 110 100 90 80 70 60 50 40 30 20

50
 DOMINION OF CANADA
 SEATTLE
 TACOMA
 MAY 19
 ARRIVE TACOMA, WASH., MAY 21 NOON
 ARRIVE SEATTLE, WASH., MAY 23 2 PM
 ARRIVE ON PUGET SOUND, WASH., (MAY 21)
 PASS COLUMBIA RIVER LT. MAY 20 3 PM

40
 UNITED STATES
 LEAVE HAMPTON ROADS, DEC. 16, 1907, 10:00 A.M.
 DEC. 16.
 224
 DEC. 17.
 243
 DEC. 18.
 262
 DEC. 19.
 281
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 319
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 376
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 395
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 414
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 433
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 452
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 471
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 490
 DEC. 31.
 509
 ARRIVE TACOMA, WASH., JAN. 1, 1908.
 528
 ARRIVE TACOMA, WASH., JAN. 2.
 547
 ARRIVE TACOMA, WASH., JAN. 3.
 566
 ARRIVE TACOMA, WASH., JAN. 4.
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 ARRIVE TACOMA, WASH., JAN. 5.
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 ARRIVE TACOMA, WASH., FEB. 1.
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 ARRIVE TACOMA, WASH., MAR. 1.
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 ARRIVE TACOMA, WASH., APR. 1.
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 2808
 ARRIVE TACOMA, WASH., MAY 1.
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 2846
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 3397
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 3416
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 ARRIVE TACOMA, WASH., JUL. 2.
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 ARRIVE TACOMA, WASH., AUG. 4.
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 ARRIVE TACOMA, WASH., AUG. 6.
 4651
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WITH THE AMERICAN FLEET

FROM THE •

ATLANTIC TO THE PACIFIC

WITH ILLUSTRATIONS AND MAPS

Compiled and Edited
By
ROBERT D. JONES

SOUVENIR EDITION

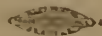
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To
THE OFFICERS
and to
THE ENLISTED MEN
of the
UNITED STATES NAVY AND MARINE CORPS
this Volume is
RESPECTFULLY DEDICATED.

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Seattle, U. S. A.
1908





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Theodore Roosevelt

PRESIDENT OF THE UNITED STATES
and
COMMANDER-IN-CHIEF OF THE NAVY.



T. H. Metcalf

SECRETARY OF THE NAVY



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PREFACE •

The voyage made by the United States Atlantic Fleet in 1907-8, as I have chronicled it in this volume, is destined to be an event which will figure prominently, not only in the history of the United States but in the history of the world. I have, therefore, exerted every energy toward securing such data as will make this volume a work to which reference may be made in years to come with the view of eliminating as far as possible the fear of conveying error to the reader.

The mission of our navy, in time of peace, is one of great importance; and it has done more by its friendly visits to foreign countries to preserve international harmony than has the spilling of all the blood recorded in the pages of the world's history.

In the preparation of this work I have endeavored to chronicle the events of this most wonderful voyage; and as the volume is probably destined to become history, I have thought it advisable to consider existing conditions which were matters of interest to the world immediately before the fleet was ordered on the memorable voyage from the Atlantic to the Pacific. In so doing, I may have departed, somewhat, from a recital of the events confined solely to the voyage; but I feel confident that for the act I need not apologize, as without the publication of such conditions it seems as though the volume would be of less value in years to come.

To Rear Admiral Robley D. Evans, Commander-in-Chief of the United States Atlantic Fleet, and to the officers and enlisted men of his command I am deeply indebted for the assistance given me in the preparation of data, and for their liberal support which has made the publication of this book possible.

THE AUTHOR.

FOREWORD

The layman has read articles in the daily, weekly and monthly publications relative to the voyage of the great Atlantic fleet of battleships from the Atlantic to the Pacific, over a route covering a distance of nearly 15,000 miles; yet, he realizes little more than the fact that the fleet left Hampton Roads on December 16, 1907, and arrived at San Francisco on the 6th of May. He does not appreciate the great amount of work necessary to get such an array of ships in condition to stand the stress of such a voyage, nor does he realize the importance that there is attached to the event. He knew that the fleet was to have sailed; he knew that the fleet had sailed; and from the mere knowledge of the facts he has voiced his censure or his approbation of the action of the Navy Department simply from his own impressions of the folly or wisdom of those in whose authority the issuance of the order was vested.

The aim of the Navy Department has ever been to the end of maintaining the navy in the most perfect state of efficiency.

Theory is, unquestionably, the base from which conditions shape themselves into a state of perfected maturity; yet theory, in itself, is as valueless an element in process of perfecting a navy as is the fine machinery of a ship without the fire in the furnaces or the water in the boilers.

Theory it was that enabled Admiral Evans to report to the Navy Department that he could sail from Hampton Roads at a certain hour on a certain day, arriving at and departing from Trinidad, Rio Janeiro, Punta Arenas and Callao at fixed dates. True, the precedents established had given confidence in the ability of Admiral Evans, of his command and of his ship to accomplish the feats as he had declared; yet the confirmation only came with the practical demonstration of such ability in actually making the voyage, arriving at and departing from each port of call on the long voyage as he has done with the regularity and punctuality of a railroad train.

Theory has always given us a reasonable degree of assurance of the ability of our officers and men and of the efficiency of our ships; but it is the practice, the demonstration, that has brought the reassuring confidence engendering that feeling of security in which our institutions rest when dependent upon the strength of our navy. It is practice, therefore, that brings all things to the physical state of maturity in our navy showing that "practice makes perfect" applies to all things.

It is the preparation for such events that brings to light certain weaknesses which may be corrected ere the time when their discovery would be too late. Each process which has done its part to put the fleet in readiness has been a great object lesson; each weakness that the process has developed has been met with a remedy which will work toward its correction to the end that such weakness will not again occur at a time when it may mean an advantage to an enemy.

It is well for us to listen to beautiful sermons on the continual peace of the world; it would be well could we but see the consummation of such a state; but we cannot go beyond the fact that we must accept conditions in the world, today, as we find them. War may ever be as it always has been; and if the trend of things is to be resolved into a condition of "the survival of the fittest" let us accept that condition and do our utmost to put ourselves in the place of the most fit.

First, then, and foremost, the object of the move of the fleet is intended to be a practical demonstration of the efficiency of our navy, which will have a twofold purpose, the first of which is to show our own people that they can rely upon our ships for the protection they theoretically are supposed to give; and, secondly, the proved efficiency of the fleet will have the influence upon a possible enemy of causing him to weigh carefully the wisdom of a belligerent attitude or challenge to the Stars and Stripes.

It is lamentable to think that there should be a feeling of jealousy existing between the states of the Atlantic Coast and those of the Pacific, yet such there seems to be. Upon this subject, however, it is not my intention to dwell; and I will pass it by saying that the time may come when those of the Atlantic Coast who have been loud in their condemnation of the Navy Department in ordering the fleet to the Pacific may be brought forcibly to realize the wisdom of the order.

It is the advance of civilization that has been the cause of wars so far as we can trace its history. The great wave of civilization started in the East; it swelled far beyond its limits; and westward it went, carrying with it the enlightening influences of ages and peoples, growing in a sweeping tide, carrying away the barriers of antiquity which lay destroyed in its wake. Ever gaining momentum, across Europe it swept, over to England and across the Atlantic, finding out the great American Continent and there establishing a civilization fraught with the best fruits of ages of accumulation. Still westward it swept, fighting hardships, yet stopping at no barrier. Westward it was bound; westward it has come; and now the last relay of the great race is in the immediate future—westward, still, to the East, its birthplace. The gates of Cathay were closed ages ago to confine the condition of which the world did not know; and now as stolidly are they closed to keep it out. The barriers which have resisted this swelling wave have all been swept away; and today it is hurling itself against the great stones of seclusion that surround the East until they, too, are falling.

The Mediterranean was the sea of the world and its shores were the marts. Slowly—hardly perceptibly—after the advent of Columbus, did the scene of the great drama that the world was playing shift to the Atlantic. As inevitable as Fate the scene is again changing, and the Pacific will soon be the great stage before the footlights of the world.

The work of civilization has been completed in Europe, and each stage in its evolution has been marked by war. It may be that the dove and the olive branch will take the place of the horseman and the spear, but we must allow precedents to form the base upon which prophecy is to be founded.

When that long line of battleships swung outside the Virginian Capes and trailed away into the hazy south, the most formidable fleet that ever started on a long voyage in times of peace was under way. Not since England and France sent out their respective squadrons to clear the Spanish Main of buccaneers have so many ships of war invaded the high southern latitudes together, or crossed the Equator under one flag. Older nations expressed frank wonder that such a costly cruise should be undertaken unless in war, but the United States feels that it can well afford not only to show the rest of the world what our ships and our bluejackets can do, but also that we are prepared to take care of both coasts, and that the safest perch for the dove of peace is on a loaded gun. Hence the Pacific Cruise.

The peace armada traveled in battle array, guns and ammunition ready, wireless in operation, and the "watch below" on the *qui vive* for the call to "general

quarters" and clear ship for action, the same as if an enemy lurked below the horizon ready to advance upon them with the creeping of night over the face of the waters, or rise ghost-like before them out of the mists of dawn. What true American, either by birth or adoption, can contemplate in imagination the majestic voyage of that superb squadron without feeling his heart swell with patriotic pride? Picture if you can those magnificent vessels sweeping southward at a rate of speed that slackened neither for wind nor weather, each ship bearing in its steel-clad hull the stored lightnings and thunders of war, but flying the milk-white stars of the flag that is always first in peace. But not in their armored sides, nor in their powerful armament, is their invincibility; in their fighting men lies their strength—trim, tanned, bright-eyed bluejackets, ideal sea-fighters every mother's son of them, whose appearance inspires instant respect in the breast of the lawless, and seems to say: "We are out for a frolic, but we've got our powder with us."

The most awe-inspiring thought born of Uncle Sam's naval parade around two continents is the thrilling one that every man of the thousands in it is ready to lay down his life for the nation at an instant's notice. Their loyal hearts are at once Columbia's shield and spear.

To many in the fleet that have never been south of the Equator before, that long voyage toward the setting sun will be like an experience in the pages of some master of fiction—Clark Russell, or Maryatt, or Jules Verne. Hardly one of the bluejackets there would exchange the joys of that trip, or its dangers either, for some of the pleasantest experiences on shore in Boston or New York, and many a grizzled veteran in the years to come will hold an audience of his cronies spellbound while he proudly narrates to them how he went "through the Strait of Magellan with Rear Admiral Evans in 1908." Many a time the old fellow will go back in dreams, sleeping and waking, to that never-to-be-forgotten voyage, the glamour of the tropic nights when the Southern Cross lifted its flaming symbol in the velvety purple skies ahead, and the enchantment of long days when strange fish frolicked alongside and great masses of "raisinweed" with its grape-like clusters of yellow berries floated lazily by on its way to the Sargasso Sea. Sometimes a feather-topped palm would start up against the red sunset, indicating a lonely atoll fringed with coral reefs, or the huge bulk of a decaying derelict would be sighted, wallowing heavily in the oily swells, a thing for speculation, a mystery and menace of the region of the trades. He will paint a vivid word picture to the little grandsons on his knees of the time-honored grotesque ceremonies attendant on the "crossing of the line" of the Equator, and he will produce the quaintly worded subpoena and certificate signed by Neptunus Rex. This was before the sixteen battleships and four smaller vessels arrived in the beautiful harbor of Rio, where they were royally welcomed by the Brazilians. He will tell of the approach to the southernmost seas, where the water falling away from the giant bows at night was no longer phosphorescent and the flying fish and dolphins no longer amused the crews by day, because they were left behind in warmer latitudes. Gradually the color of the ocean changed from translucent sapphire to cold emerald and stormy gray as the naval parade approached the entrance to the dreaded Strait of Magellan—that narrow, tortuous waterway between desolate wind-swept cliffs, bare of vegetation and covered with hundreds of screaming, half-starved sea-birds. That dangerous passage between towering walls of granite, and through rock-ribbed, foaming billows, was like a nightmare to even the stoutest spirits in the fleet. It was a game of follow my leader in and out between boiling whirlpools, and hissing currents, seething around black reef points rising from the troubled waters like the

cruel fangs of submarine monsters lying in wait to rip the bottom of an armor-clad as easily as a rider's toe goes through a circus hoop. Everybody heaved a big sigh of relief when the last leviathan of war slipped out into the Pacific over the bleaching bones of the Spanish trader which, for economic reasons, dared the dangerous passage a few years ago without a competent navigator and went down with the open sea and safety in sight.

After the Strait came sunny days bowling over the blue bosom of the Pacific Ocean, riding the long swells with the grace and ease of aquatic birds, and knowing that soon the blessed shores of God's country would be sighted again. There were places where every bluejacket longed to stop if only for a day—Valparaiso, that kaleidoscopic city of the coast, where the rag-tag and bob-tail of the seven seas, black, white and yellow, loaf about the wharves, waiting for some short-handed wind-jammer or tramp steamship to stop on the way from Honolulu to pick up a crew; and other Spanish-American towns where the strange customs and manners of the old world rubbed shoulders with the rough ways and the sharp practices of the new. But a whole city was waiting beyond the Farallones to give the voyagers a glorious welcome, and the propellers never slackened their steady throb. But swiftly as they revolved every heart aboard was racing ahead of the churning blades to the goal within the Golden Gate, for letters waited there—letters from the dear patient wives and sweethearts, sisters and mothers left behind. "They also serve who only stand and wait," and in this history of that record run from Hampton Roads to San Francisco is recorded that honor due the mothers of the navy whose prayers attended the fleet, some laurel leaves of praise are accorded the patriotic women who followed with anxious and loving thoughts the progress of the ships.

The Pacific cruise is an epoch in the history of the United States Navy. It makes glad the heart of every man who wears the uniform to know that he is a part of such a magnificent war-machine as an American battleship.

Some years ago a German naval officer made the remark that "if American sailors were as good at navigation as they were at gunnery the American Navy would be invincible." The Pacific cruise has proved beyond doubt that the man behind the gun can navigate his ship as well as sink the enemy. It has advertised the efficiency of the navy to all the world, and it has shown that our squadrons can make a long and trying voyage and come up ready for action at the hoisting of a signal. By the time this book has been put in type the fleet will have reached its destination on the western coast, and the sea-weary crews will be feasting on fresh fruits from the great vineyards and the glowing gardens of the Golden Gate, and it is safe to say that if they found the city besieged by a foreign squadron every American ship and every officer and man would be in fit condition to go into battle immediately.

The effect of such an extended cruise upon the men has been invaluable. It has created in them a deeper love for the service and a greater interest in their work; it has necessarily caused a greater pride in their uniform. It has taught them a firmer discipline, and it has bound the officers and men together with bonds of universal understanding and good feeling such as only men can feel who share the delights and dangers of a long sea-voyage under novel conditions. Above all it has inspired the young men of the United States with a patriotic desire also to become part of the fighting force of the nation, and to defend the flag which was born in the midst of bloodshed and famine and exists in peace and prosperity, a terror to the evil-doer and a beacon to the oppressed. And it will also serve to point to the fact that the United States Navy is second to none, and that it is maintained not for the prosecution of war, but the maintenance of peace.



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REAR ADMIRAL ROBLEY D. EVANS, U. S. N.
Commander-in-Chief United States Atlantic Fleet.

Were we here to publish a biography of Rear Admiral Robley D. Evans it would simply mean the republication of a story of a life with which the country is thoroughly familiar; a life which has been wholly devoted to the service of the country. In connection, however, with the work which Rear Admiral Evans performed in bringing the Atlantic Fleet to the Pacific Coast on this wonderful, as well as memorable voyage, it may be well to consider the Admiral's ability to handle fleets, as having been demonstrated by a previous occasion, although not one embracing so large a scope as the feat he has just accomplished as this book goes to press.

From the date of his commission Rear Admiral Robley D. Evans has demonstrated a wonderful executive ability. A feature which has always been paramount in his various commands has been the ever preparedness in which his ships have always been found for service.

Rear Admiral Robley D. Evans was in command of the United States Asiatic Fleet, when in November, 1903, he received instructions to proceed with the fleet to Honolulu at the earliest possible date. Such a voyage would have ordinarily required much time for preparation, but the rapidity with which Admiral Evans assembled the fleet and started it out on its cruise pursuant to the Department's order was remarkable indeed. His flagship was then the Kentucky, and the fleet comprised two squadrons, one of battleships and one of cruisers. In the battleship squadron were the Kentucky, Wisconsin and Oregon; in the cruiser squadron were the New Orleans, Albany, Raleigh and Cincinnati. It was necessary that most of the ships be docked before they could be sent to the voyage. Distributing the vessels along the Japanese Coast in places where docking facilities could be obtained, Admiral Evans quickly provided for this contingency.

The greatest difficulty in complying with the Department's order rested in the fact that it came like a thunderbolt from a clear sky, at a time when Russia and Japan were facing each other at swords' points, but waiting for the hovering war cloud to burst. It seemed a critical moment, and the withdrawal of the American fleet from the Asiatic Station at that time was undoubtedly the last move which might have been anticipated from the Department.

It was necessary to provide the fleet with provisions in a poor market. The order was received at a time when it caused a complete reversion of movements contemplated by the Commander-in-Chief for the winter's cruise and drill. The wisdom of the movement was not to be questioned, and Admiral Evans, like the true sailor he is, obeyed.

In less than ten days from the receipt of the order the cruisers New Orleans, Cincinnati, Raleigh and Albany, accompanied by the naval collier Pompey, left Yokohama for Honolulu by way of Midway. The ability of Admiral Evans to contemplate an itinerary for a cruise around the world is resultant of the careful study and calculation of a man of the wide experience which he has had.

As in the recent cruise of the Atlantic Fleet he has kept the ships in their voyage around two continents on schedule time, so did he plan the movements of the Asiatic Fleet on this cruise to Honolulu, timing the difference between the departures of the cruisers and the battleships so that the two squadrons might meet at sea and steam into the harbor of Honolulu together. Following the cruisers the battleships Kentucky, Wisconsin and Oregon put to sea on the next day. Although the speed of the cruiser squadron was supposed to be greater than that of the battleships, Admiral Evans realized that the duties on which he had sent the cruisers would require



UNITED STATES ASIATIC FLEET IN HONOLULU.

more time, as they would have to pass considerably to the northward and stop at Midway for what instructions might there be received from the Department regarding the further movement of the fleet.

It was known only that the Department had ordered the fleet from the Asiatic Station, and conjecture was rife as to the reason. Quoting from a Japanese paper, published at the time, we give the following:

"The most feasible reason for the departure of the United States Asiatic Fleet rests in the probability that the Argentine Republic and Chili may ally themselves with Colombia in disputing the right of the United States to acknowledge the State of Panama."

What further orders might have awaited the fleet the Commander-in-Chief himself did not know, and it was his expectation that his destination was to have been Panama. By dispatching the cruisers to Midway he could thereby have saved much time, for in his forethought he had provisioned and coaled his fleet for a run, had such been necessary, to Panama without the necessity of touching at Honolulu, had he so received instructions at Midway.

Realizing the consummation of his plan, Admiral Evans met the cruisers three days before the Hawaiian Islands were reached, and finding no change in his original orders proceeded with the fleet to Honolulu.

If it were the purpose of the Department to have ordered the fleet on a practice cruise, that purpose was fully realized, and Admiral Evans demonstrated fully his ability to move a fleet almost at a moment's notice.

After a stay of a week during the Christmas holidays the fleet proceeded to Manila. The two squadrons separated at sea and met again, according to schedule, at Guam, and thence independently steamed to Manila.

In summary, the feat accomplished shows that between the dates of December 6, 1903, and January 18, 1904, Admiral Evans had steamed with his battleships a distance of eight thousand two hundred and fifty miles, the entire amount of which was covered in but twenty-nine sailing days, making an average speed of near twelve miles the hour. In that time the fleet visited five United States possessions, and demonstrated the ability of Admiral Evans to handle the situation which was then considered of critical moment in the Orient.

Whereas the Department highly commended the Commander-in-Chief for the work he had done, he was not a man to take the credit upon himself. At the end of the cruise the following Fleet Circular was issued:

"The Commander-in-Chief congratulates the officers and men of the First Squadron on having made the record run for battleships. He appreciates their faithful attention to duty, and he wishes particularly to commend the fine work of the officers and men of the engineers' force, and will take pleasure in calling it to the attention of the Navy Department."

Rear Admiral Evans retained the command of the Asiatic Fleet until March 21st, when aboard his flagship, the Kentucky, he sailed from Hongkong for home. It was then thought that he had practically finished his sea service in the United States Navy, having served his country for forty-four years. His life has been a characteristic one, one ever imbued with activity from the stirring days of the Civil War.

Disregarding the severity of the wound which he received in the early part of his career, from which he has constantly suffered, and which perhaps would have prompted many another man to seek a less strenuous life, he adhered to his chosen profession, and it is safe to say that few, if any, men have given to it a more valuable service. His energy and zeal won for him a conspicuous place in the navy while yet a young officer, and today the name of "Fighting Bob Evans" is known the world over, as well as to every school boy throughout the United States.

Upon Admiral Evans' arrival in the United States with his Flagship Kentucky, contrary to public belief, he did not retire, nor did he seek a less strenuous life attached to shore duty, but assumed command of the Atlantic Fleet, a position fraught with greater responsibilities than that attending any position in the service.

It is unnecessary to laud the name of Rear Admiral Robley D. Evans. His work has ever stood for itself and shown to the world his wonderful ability. Disregarding the fact that his health was such as would have compelled nine men out of ten to surrender completely to their ailments, Admiral Evans has retained his command through his strength of will, which has characterized his whole life. When he retires his retirement will be mourned not only by the officers and men whose honor it has been to have served under his command, but by the people of the whole United States, who will feel that the Navy will have lost one of its most valuable men since the days of Paul Jones.



REAR ADMIRAL R. D. EVANS CONVERSING WITH REAR ADMIRAL P. H. COOPER ON THE DOCK AT HONOLULU.



THE UNITED STATES ATLANTIC FLEET LEAVING HAMPTON ROADS, DECEMBER 16, 1907. The Connecticut is shown between the third and fourth ships in that part of the column which has not begun to turn. The ship farthest to the right is the Minnesota, leading the Second Division which is maneuvering to get into column. The Connecticut is about two and a half miles from the camera with which the picture was taken. This photograph was taken with the telephoto camera of the U. S. Signal Corps by Major E. Rautel, and is reproduced in this book by the permission of the Chief Signal Officer of the War Department.

Chapter I.

THE FLEET LEAVES HAMPTON ROADS.



ONE who has never enjoyed the privilege of having served aboard one of the great white battleships of the United States Navy cannot fully realize how easy a matter it is for one who knows the service and the ships to look upon them with a feeling akin to love and affection. Personifications of the shining, white vessels are not figures of speech with the man-of-warsman; they are literal.

Sixteen powerful battleships lay at anchor in Hampton Roads on Sunday, December 15, 1907. It was a day of rest, for the night before had seen the last stroke of work finished which placed the great fleet in readiness to brave the dangers and hardships of the long voyage which lay before it. The ships swung easily in the tide; and the fifteen thousand men aboard them were anxiously awaiting the morrow. Far, though, was it from a monotonous wait. Assembled that morning at quarters, all hands heard the orders that were to send the powerful fleet on its wonderful voyage. Hundreds of small boats and tugs surrounded the ships, laden with those whose interests were in their departure. Mothers, wives and sweethearts were there to bid good-bye and *bon voyage* to sons, husbands and lovers on this, the eve of their departure. Partings there were in which the sorrow only was that which would be forgotten to be recalled with the pleasantest memories at the time when again the loved ones met in the joys of reunion. Others there were who proudly bade *bon voyage* to the ships and the men—proudly because they were citizens of a nation which could boast such ships and pride itself in the possession of such men.

The sun had set, and darkness had settled around the harbor before the little boats had ceased their busy steaming and puffing between the shore and the ships. The buglers sounded taps; and as the last note of the call floated over the silent waters the ships themselves seemed to recognize the call as an order to rest in preparation for the busy morrow and for the long voyage that lay in front of them.

The morning of December 16, 1907, will ever be remembered by those who were serving with that great white fleet of battleships upon which the gaze of the world was concentrated. Ashore the representatives of the press were flashing by telegraph every move of the vessels in their preparation for departure; and with interest were the messages read in every quarter of the globe.

In the roadstead tugs, launches and smaller boats carried the last words of farewell to and from the fleet.

Aboard the ships there was a busy scene as all was being secured for sea. Booms were rigged in and lashed; boats were secured in their cradles; lifeboats were rigged out, and everything presented a scene of harmonized bustle. Each man knew what to do and he did it. Quartermasters and seamen were busy bending bunting to the dressing lines, as the ships were to be permitted to spend their last morning in port in holiday attire. Unusually busy were all hands, even for such a day, for the entire fleet, officers and men as well as the ships themselves, were to be in uniform when colors would be sounded at the stroke of eight bells.



THE UNITED STATES ATLANTIC FLEET LEAVING HAMPTON ROADS, DECEMBER 16, 1907. The ship farthest to the right and outward is the Connecticut. The left of the picture does not quite include the ships making the turn. The Connecticut was four miles from the camera when the picture was taken. *This photograph was taken with the telephoto camera of the U. S. Signal Corps by Major E. Rustel, and is reproduced in this book by the permission of the Chief Signal Officer of the War Department*

There had been no hitch in the morning's preparations; there was no necessity for the making of a single excuse for unpreparedness; and before eight o'clock the fleet was ready for review.

Colors sounded in unison from every ship of the great fleet; and as the first notes of the bugles floated out upon the breeze, as though by magic, the entire fleet burst into a flame of brilliance. Uniformity of motion prevailed; and as the boatswains piped the dressing lines, the string of Bunting flew to the breeze as though the entire fleet had been controlled by a single line. From sixteen full bands the thrilling notes of the "Star Spangled Banner" were wafted over the harbor in a wonderful symphony of harmony, as though under the direction of a single bandmaster, while apparently marching to the air the national emblems rose on the staffs.

Like the formation of a grand march at a fancy dress ball, the fleet rode at anchor in two parallel columns extending up the harbor for full two miles. Proud they appeared to be of their position and attire. Confident they seemed of their readiness for review.

Where in the history of the world has there ever been presented such a picture?

Is it any wonder that the officers and men of the United States Navy are proud of their service and of their ships?

Is it any wonder that the people of the United States are proud of their navy?

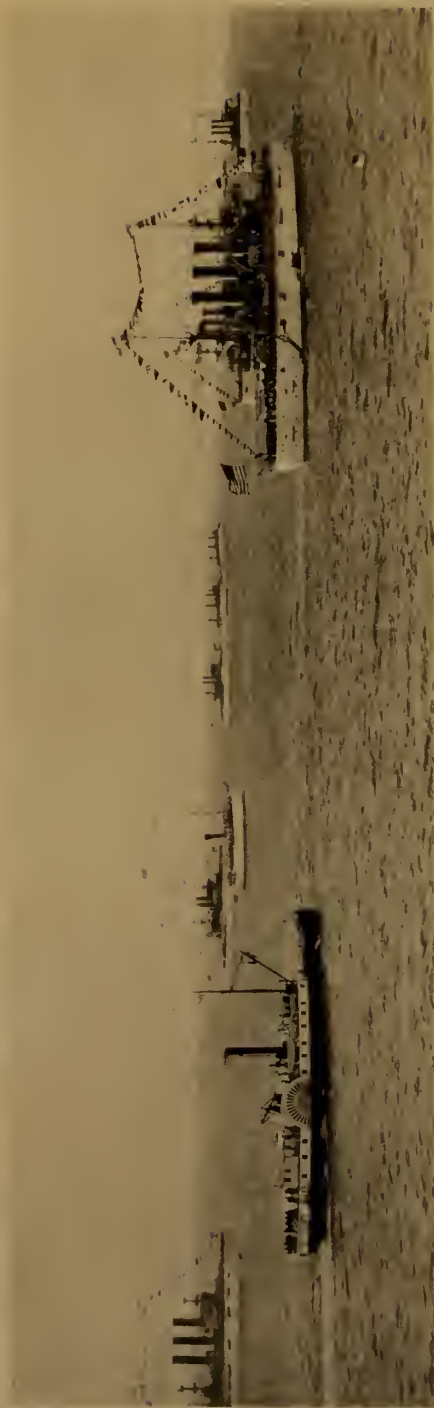
The last notes of the national air had hardly died when the saluting battery of Fort Monroe announced the arrival of the *Mayflower*, bearing President Roosevelt and Secretary Metcalf to review the fleet, and bid good-bye to Admiral Evans, his officers and his men.

The *Mayflower* was recognized by the Commander-in-Chief of the fleet as she steamed past Old Point Pier, and orders were signaled from the flagship to stand by to salute the nation's chief. The order, however, had been obeyed before it was given, for the saluting guns' crews on every battleship had been called to quarters, and each of the sixteen batteries was awaiting a gunner's order: "Fire!" Not following the motions of, but acting in unison with the flagship, the starboard guns of every battery belched forth clouds of white smoke—the first gun of the national salute. Following, alternately, port and starboard, the great volleys were fired until, with the regularity of clockwork, the last of the twenty-one guns was fired by the entire fleet with a unison sounding as though a single gun had been fired.

As the *Mayflower* steamed down the avenue flanked by the battleships, the scene suggested the visit of a mascot to a powerful team of athletes about to engage in an Olympic contest.

The trim naval yacht dropped her anchor; and simultaneously with the splash that it made the barge of the Flagship Connecticut shoved off, bearing the Commander-in-Chief and his staff to pay their respects to the President. The barges of the commanders of the several squadrons were next to make the gangway of the *Mayflower*, followed by the launches and gigs of the commanding officers of the sixteen battleships.

More hearty than formal was the reception accorded by the President to the officers of the fleet as they assembled on the quarterdeck of the *Mayflower*; and in the course of half an hour the last farewells had been said and the last wish of fair weather, Godspeed and good luck had been extended by the President. Barges, launches and gigs hurried back to their respective ships, where outrigger cranes and



PRESIDENT ROOSEVELT REVIEWING THE FLEET AT HAMPTON ROADS. The Mayflower, the President's yacht, may be seen in the center of the picture steaming between the two columns of ships.



GETTING UNDER WAY. Leaving their anchorage in double column formation, the ships left the harbor in single column.

falls waited to hoist them aboard to be secured against the attacks of the seas which might be encountered on the voyage.

From the after bridge of the flagship came the first order of Admiral Evans which put the fleet in motion as, "Get under way immediately, following the motion of the flagship," was hoisted from the signal yard.

Bugles had already called the crews to quarters; and as the order was received on the bridges of the ships of the fleet, the boatswains piped, "Up anchor." Men were at their stations by the anchor engines; and as the bells were sounded the heavy chains ascended from the water and descended to the tierers in the chain lockers. As the heavy chains were hove in through the hawsepipes, streams of water were played upon them to clean the sand from the links; and figuratively it appeared as though the ships were shaking the dust of Hampton Roads from off their feet.

Dressing lines were hauled down; and as the ships got under way the jacks were lowered, ensigns were handed down from the staffs and steaming flags were hauled to the gaffs.

The ebb tide had swung the ships so as to head them into the harbor; and a neat piece of engineering and navigation was executed from the bridges of the battleships as they swung in obedience to their helms and responded to the action of the great propellers, the changing movements of which kept men busy with the speed cones.

"No bottom at ten!" shouted the leadsmen from the chains. The great fleet was under way.

From the churning of the huge propellers the whole harbor seemed lashed to a foam; and the black smoke that rolled in dense volume from the stacks showed plainly that the engineer's force was doing well its duty.

The *Mayflower* had heaved up her anchor and had steamed down the harbor between the two lines of ships; and as each of the vessels was passed the rails were manued as "Attention" was sounded on the bugle. Steaming the full length of the line the *Mayflower* came to anchor off Thimble Shoal Light, and there remained to bid the last farewell to the fleet as it passed to sea.

Not long did the *Mayflower* wait, for behind her had steamed the *Connecticut* followed by the rest of the fleet, while small tugs and launches followed until the increasing speed of the white ship left them far behind.

It was an impressive scene, one that roused the spirit of patriotism in every watcher and sent the blood dancing through one's veins. Dense volumes of black smoke poured from the stacks of the flagship *Connecticut* as she steamed past the *Mayflower*, the immaculate white paint and the polished brass shining in the sun.

Faultlessly dressed in blue, the crew manned the rail; and at the sound of "Attention" on the bugle the hand of every man went to his cap to the position of salute. Admiral Evans on the after-bridge with his staff came to the position of salute with their swords, as did the officers on the bridge and quarter-deck. The marine guard in full dress and with polished equipment stood on the quarter-deck at "Present arms," while the band played the national anthem. "Carry on" was sounded, and as though in a single motion every hand was dropped to a position of ease and the farewell respects were paid the President as twenty-one guns were fired by the saluting battery.

The scene aroused the martial spirit in the nation's executive; and as the *Connecticut* was broad off the beam of the *Mayflower*, moved by the impulse, President



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GOOD-BYE TO GOD'S COUNTRY.
The fleet, steaming to sea, leaving the Virginian shore behind.

Roosevelt took off his hat and voiced three cheers, which were followed by all the members of the Presidential party.

Following at intervals of four hundred yards, each of the sixteen ships passed the President's yacht, following in ceremony the motions of the flagship.

Speed cones hung snug to the yard-arms as the column of battleships, extending over a line full three miles in length, stood to sea on that ever memorable day, in the following order:

Connecticut, flagship of Rear Admiral Robley D. Evans, commander-in-chief of the fleet and commanding first squadron and first division, Captain Hugo Osterhaus, commanding; Kansas, Captain C. E. Vreeland, commanding; Vermont, Captain W. P. Potter, commanding; Louisiana, Captain Richard Wainwright, commanding; Georgia, Captain Henry McCrea, commanding (flagship of Rear Admiral William H. Emory, commander of the second division); New Jersey, Captain W. H. H. Southerland, commanding; Rhode Island, Captain J. B. Murdock, commanding; Virginia, Captain Seaton Schroeder, commanding; Minnesota, Captain John Hubbard, commanding (flagship of Rear Admiral C. M. Thomas, commander of the second squadron and third division); Ohio, Captain C. W. Bartlett, commanding; Missouri, Captain G. A. Merriam, commanding; Maine, Captain G. B. Harber, commanding; Alabama, Capt. T. DeW. Veeder, commanding (flagship of Rear Admiral C. S. Sperry, commanding fourth division); Illinois, Captain J. M. Bowyer, commanding; Kearsarge, Captain H. Hutchins, commanding; Kentucky, Captain Walter C. Cowles, commanding; gunboat Yankton, Lieutenant W. R. Gherardi, commanding; dispatch boat and tender.

To those on the shore at Hampton Roads who witnessed the departure of the fleet, there was given the opportunity of seeing the first act of a great drama—a great drama, even though the fleet were but to come to the Pacific Coast and return immediately to the Atlantic Station, but a drama more complete in the minds of those who having watched the departure of the fleet may read the extras on the streets and say: “— and I saw that fleet leave Hampton Roads on the morning of December 16th, just — years ago.”



Chapter II

THE FIRST LEG OF THE VOYAGE—THE FLEET ARRIVES AT TRINIDAD.



HAVING survived the excitement of the day of events attending the departure from the homeland, and having prepared themselves for the first night at sea, the men of the great fleet could readily appreciate Wallace Irwin's "Voice From the Fleet," where he says: "We are off upon the briny."

It was a Heaven-sent blessing that the formula of the cruise prescribed work and plenty of it, for it was work, above all things, that assisted in keeping the minds of those fifteen thousand men from traveling in channels that would tend to produce indigo impressions despite the brilliant and altogether fascinating prospect before them. It is by no means the happiest condition to leave behind one all that is near and dear to one in the homeland for the uncertainties of the long voyage. Even the sea-stained and weather-beaten captains might well be pardoned for dividing their attention between the bridges and the several places along the shore where wives and families tarried for the last parting flutter of a familiar handkerchief as the fleet proceeded to sea.

There were but a few moments to ruminate upon things sentimental, there was little time for the purpose of holding heart-to-heart soliloquies on the relative merits of married or single life, or whether it is better to have a shore station or a sea tour to contend with. Even the chronic politician forgot to criticise the order that relieved him of his fat shore billet and ordered him to sea with Admiral Evans on this, the most memorable voyage in the history of the world, and one that, aside from its actual importance, had been brought to the center of the stage by the howl of the critic and the pessimist from the four corners of the earth.

From the ravings of the "technical" and the "scientific" press voicing the "expert testimony," views and ideas of those whose pens consume ink for the edification of half the world who believe it because it is in print, one might imagine even Admiral Evans himself might have been hypnotized to the belief that the bottom would drop out of his flagship as soon as it reached a point in the sea where the leadsman would find twenty fathoms.

Strange it is how many Missourians there are in the world who particularly desire to be shown on subjects of little direct interest to them. A pity it is that the Department should not have consulted the advice of sign painters, landscape artists and space writers in the building of our battleships instead of placing the work, as it did, in the hands of naval constructors and engineers. Had such been the case the lookouts in the cross-trees could enjoy the protection of the armor belt and the truck lights would have been made torpedo-proof.

Odd, however, as it may seem a file of Admiral Evans' orders does not show that a watch was set to throw a life line to the fragments of armor belt that had washed from their places on the ship's side to drift on the high seas. The Commander-in-Chief did not think it necessary, even in heavy weather, to order life preservers as the uniform of the day.

Drifting away from humor and sarcasm, however, the manipulation of the big fleet was no pink-tea affair, and it was up to all hands to make good in more instances

than one; and the magnificent proportions of the job might well weigh upon the minds of those responsible for its execution.

The hurry and bustle of getting the fleet under way was soon over; and with the leaving of Hampton Roads the ceremonies attending the departure of the fleet in the passing of an hour became history. The work was yet to come.

The average man, the recruit, untutored in the ways and means in the manipulation of a man-of-war on a long voyage, counted the days to come before the first stop, Port of Spain, Trinidad, B. W. I., and wondered how on earth (or rather, the sea) he would ever manage to fill in the time. Those, however, who had passed the stage of the new broom knew exactly how they would manage it, even down to the last fifteen minutes of the last hour of every day, provided, of course, that they kept off the sick list or out of the brig—for these are two contingencies for which one may not plan, or even if one does plan, plans where such unknown quantities are concerned are frequently doomed to miscarry. The only thing to be done is to watch for the routine and follow it.

Eight bells sounded on the sixteen big ships and on as many ships was the word passed, "On deck, all the port watch," followed by the usual difficulty attending the mustering of the watch for the first night out. The experience of the older ones, however, was soon imparted to the late arrivals; and all was merry as over the dark waters that floating city headed to the southward, throwing the great white bow-waves in a weird contrast against the inky blackness of the water which rolled away from the bows in that strangely fascinating way which commands the attention of the idler, and prevents the lookout in the "eyes" from sleeping at his post.

The watch carefully observed the dawning of the first day while the others stowed their hammocks and came on deck to take a peep at things, the sea, the sky, the ships and the place where the land ought to be but isn't. Funny thing it is about that land, how it will come and go at the behest of no one but the navigator; and, oh, my! but wouldn't just one foot of it under the feet of some of those sailors at that moment feel like something that they wanted but couldn't have?

The weather clerk being under bonds to keep the peace served out weather that was "tailor made, all wool and a yard wide," weather that ought to satisfy everybody, yet it did not seem to do it. Did you ever notice how many knockers and kickers there are in the world, if you will just take a day off and look around to count them?

There was the great fleet starting out on a cruise around the world, and everybody aboard being paid for doing it, touring, yet there were some—only a few—who actually thought that they had a kick coming.

If we were all satisfied all the time we would still be going down to the sea in ships of the type of *Bon Homme Richard* instead of the sixteen-thousand-ton leviathans that compare with the ships of the time of Paul Jones as does the great American eagle with the humming-bird.

There were a few incidents connected with the voyage on the first relay; but probably the most eventful circumstance rested in the fact that nothing extraordinary really did happen. It seems as though the psychical concentration of so many critics focused at the single point that the fleet was, might have had a crumbling effect; yet no armor belt dropped off, no guns shifted their mounts, the turrets remained in their places, the engines did not break down as soon as the ships passed beyond the sight of land, and the navigators managed to keep the ships from bumping into each other.

The weather for the entire run was unusually pleasant. The fleet steamed generally in double column or in line of divisions consisting of four columns. Routine drill was

pursued vigorously, during which gun drill and range finding occupied an important part.

Cape Hatteras was passed at 3:30 on the morning following the date of departure, but there the tales of the old sea-dogs of the mountain billows and the howling gales which are always encountered off this, the "Cape of Storms," did not receive the confirmation that was fully expected by those to whom the stories had been told. It was then that the confidence of the rookie became shattered, and he looked and listened to salty yarns of the old-timer with the failing of Thomas.

It is remarkable how short a time is required in southerly travel, if one be in the Northern Hemisphere, to bring about a radical change in the temperature, particularly in the course of the Gulf Stream. Each hour saw the mercury climbing higher; and it was but on the second day from the homeland that the uniform was changed from blue to white. Deep down in the bottoms of clothes bags, sacred to attack of anything except bag inspection, the blue clothes were laid away, until the time when after crossing the Equator, the call of the weather man would demand that they again surrender themselves and be brought to the light of day.

Steaming for the first two days at ten knots, the speed of the fleet was increased one knot an hour until after the Bahama Bank, off the southern coast of Florida, was passed.

The Missouri was temporarily detached from the fleet with orders to proceed to San Juan, Porto Rico, for the purpose of landing Benjamin Northway, a fireman, suffering from peritonitis; and on the following day the Illinois left the fleet on the same mission when one of her crew, C. H. Montgomery, a coal passer, suffering from pneumonia, was taken to the hospital at Culebra, where greater care could be given in nursing the unfortunate patient back to health. By detaching these two ships from the advancing column, Admiral Evans showed again that beneath the stern breast, beaten by the hardships of the service and the world for so many years, there still beats a kind and sympathetic heart. Everything possible for the relief of the sick is invariably provided by Admiral Evans, and it requires but the suggestion of the medical officer to receive the immediate co-operation of the stern old sea fighter. The two ships which had been detached upon their mission of relief rejoined the fleet while steaming through the Virgin Passage on the 20th.

Saturday morning dawned clear; and in the morning order books of sixteen battleships was written "General Field Day." There are several Generals in the service of the United States Navy with whom it is necessary to get acquainted, and with whom many become acquainted against their will—General Court, for instance. But there are other Generals. There are Generals who are received with different degrees of respect, disdain, "cussin'" and honor. To present all of these Generals would mean the display of too much red tape, so we will include them all by imagining them between the two extremes, General Court and General Liberty. The latter is the best fellow on the ship; yes, he is better than the skipper or, strange as it may appear, even the first luff.

It was Saturday, and General Field Day was on deck directing the operation of holy-stones, sand and canvas, swabs and deck scrubbers. The fleet was entering the Virgin Passage and the old-timer found opportunity to chin a squilgee handle and point out the familiar sights of the land. Away on the horizon toward the south he pointed out the outlines of Culebra and St. Thomas. He pointed dead ahead and told his listeners of the Caribbean Sea which lay surrounded by the great semi-circle of islands through which they were passing, St. Thomas to the south, that

island which President Grant might have purchased for the United States in 1870 for \$300,000 more than was paid for Alaska, had Congress not refused to ratify the treaty; Culebra, on the starboard side as the fleet passed, with its high hills covered with scrubby trees and cacti, and its lower lands devoted to the extensive culture of bananas and cocoanuts. Then dead ahead he points out Sail Rock, which, like a huge sentinel, stands in the center of the channel apparently defying the right of the big fleet to enter the passage. Well through the passage and into the Caribbean Sea, the fleet skirted the coast of the Lesser Antilles, continuing on its course ever to the south, while the mercury steadily continued to climb higher and higher.

Many there were who, adapting themselves to the climatic conditions, and, having clearly in anticipation the ceremonies to attend the crossing of the line, visited the ships' barbers and deposited their hair—cut as close to the scalp as a razor could take it.

A pall of sorrow fell upon the fleet on Sunday morning when just five days from home R. E. Pipes, ordinary seaman on the Kentucky, was cut down by the Great Reaper after a struggle of but a few hours with pneumonia and a complication of spinal meningitis. At that hour of the solemn service which commended the body to the deep, the entire fleet hove to, and, silenced, as the vibration of the pulsating engines ceased, the ensigns were hoisted and hauled to half mast as in reverence the great ships themselves seemed to stand as the sailor's body, weighted with heavy shells, was consigned to the sea to sink to its resting place beneath the wave, there to await the call of the one Commander-in-Chief who in the last great day will pilot the cruise of souls to that port where there will be no sunken rocks and shoals.

During the interval of the stop the several ships had drifted from formation; but they were soon steaming in line, ever in the one direction.



A BURIAL AT SEA.

"Land, ho!" "Where away?" "Dead ahead, sir!" Such were the words exchanged between the lookouts and the officers-of-the-deck on each of the big ships at about 5:30 on the evening of Monday, December 23d, when the headlands of Trinidad appeared above the horizon.

Extending from the mainland of Venezuela, toward the east is a peninsula, reaching like a great arm almost clasping the outstretched hand of the Island of Trinidad. Between the extended finger-tips of the two lands there lies a passage separating the Caribbean Sea from the Gulf of Paria. Through this, the Dragon's Mouth, the fleet steamed. Rising gradually from a sandy beach on the port side, the island of Chacachacaree reared to the height of six hundred feet, crowned on the very summit with a lighthouse.

Well within the Gulf of Paria, a pretty maneuver of the fleet was executed as the formation was changed from line to ships left into line of divisions, flagships to the right. Thus the fleet steamed along the coast of Trinidad, following the rugged hills on which reflected the glow from the setting sun as it slowly lowered behind the distant mountain peaks of Venezuela.

Paling in the fast settling twilight the shore line became less distinct and the lights in the distance were brighter as the white ships steamed to their anchorage. "Come to anchor" was the signal flashed; and the great engines ceased, while the huge propellers rested. Life seemed to have departed from the great boats as the vibration of the engines—the pulse of the ship—stopped, while slower and slower through the muddy water of the shallow gulf the ships seemed to glide to their respective positions. With the almost deafening clank of the chains as they were paid through the hawsepipes the care of watching closely the ship in front and the ship behind for a time ceased, and one day ahead of the appointed schedule the fleet had finished the first relay of the long cruise, having shortened the distance of the voyage by 1,780 miles.

Colliers were waiting in the harbor ready to replenish the bunkers of the sixteen ships. Of course the colliers were in the minds of all hands; but "sufficient unto the day is the evil thereof," and the thought of the job before them caused the loss of no sleep that night.

"Lay aft all the anchor watch to muster" had become so strange that as it was passed many a sailor roused, turned over in his hammock and went to sleep again.



"CHANGING COURSE."

Steaming toward the Dragon's Mouth, the passage between Venezuela and Trinidad.

Chapter III

THE FLEET AT TRINIDAD.

In Trinidad on Christmas Day
The Yule-log never glows;
The joys that come with snow and sleigh
That country never knows.

How strange the Christmas spirit seems
To those who know the joys
Of skating on the lakes and streams
With jolly girls and boys.

Where chestnuts roast in coals aglow,
Where corn pops on the hearth,
And from the fields of driven snow
Come sounds of Christmas mirth.

How strange at Christmas time it seems
With the mercury so high,
While Sol heats down relentless beams
From a blazing red-hot sky.

Instead of seeking cheering heat
The ice box gives the cheer
To people who may chance to meet
Good old Kris Kringle here.

Yet the Christmas bells are ringing
Through the sun's relentless ray,
And their tone to us is bringing
The tidings of the day.

And the Christmas spirit's 'round us,
No matter though it be
That Christmas time has found us
Underneath the bamboo tree.

It's all the same in any clime
On land or on the sea,
Christmas time is Christmas time
No matter where it chance to be.

—Bill Buntchip.



IT WAS the day before Christmas, and the fleet had arrived at anchor off Port of Spain, Trinidad, the night before. The mid-watch found the cooling breezes blowing from the ocean across the island where it had become laden with many delicate odors. It was an ideal morning. Toward the east the gray of the dawn slowly changed to a tint of pale yellow; and then, as only it can in a tropical sunrise, the yellow surrendered to a beautiful rose as the rays of the sun shot heavenward from behind the mountains. The atmosphere was clear and keen, when the sun, a great red ball of fire, broke over the hills. It is at Trinidad that the sun thus comes to view each morning and asks the pardon of the people for bringing the light with him—asks their pardon, please, for awakening them so soon before it is time to start the races at Christmas time and their pardon for awakening them at all in other seasons of the year. The sun, however, requests this apology of but a few, for, really, the portion of the population that he has managed to wake up at all is very small indeed. A true diplomat is the sun when he introduces himself to the folk of Trinidad. He comes in the morning with an assuring smile which reads: "I will not make it warm for you today." He is a diplomat, for though he may break faith with the people for three hundred and sixty-four days in the year they are ready to believe him on the three hundred and sixty-fifth; and he breaks that too. The sun does not really begin to get busy in Trinidad until about ten o'clock, and then he tests strength with Mephistopheles in which they each try to get to the center of Pitch Lake first.

This eventful day before Christmas was no exception to the general rule, notwithstanding the fact that the fleet was there with the job of coaling staring it in the face. A bad job it was, and a bad place to do it in; but the American sailor banks on the theory that the quicker a bad job is done the better. Have you understood

this to mean that it was hot in Trinidad? Hot? By all the war gods and fire worshipers, it is one of the most persistent, painstaking hot places this side of that place Canon Farrar does not believe in. There was no need of a smoking lamp; and the coal was hurried from the lighters to the bunkers that it might not ignite in transit. Those were fortunate fellows who managed to be the first served from the colliers, for after ice-watering, perspiring and scoop-shoveling their way through the day they continued the work of washing down by the light of the search-lights, congratulating themselves that the work was done and that Christmas liberty could be enjoyed without the thought of the work that awaited the others on the morrow. And, just think of it, this was Christmas Eve. The morrow, however, bore pleasanter fruit.

Pratique was quickly granted upon the arrival of the fleet. Had there been reason to quarantine the fleet, the natural heat of the place on that eve of Christmas would have exterminated the last foreign microbe.



CHRISTMAS DAY AT TRINIDAD.
Sailors on the forecastle of the Vermont watching the regatta.

When the races are on in that British colony, it means that the races are the one thing for the time being to absorb the entire interest of the place. Were a hostile fleet to threaten bombardment during a race meet the only interest that the event might excite over the events at the race track would be the probable request of the Governor that the enemy postpone his attack until after the races.

It was during the race meet that the fleet arrived at Port of Spain. The arrival of sixty ships would have caused no more interest than sixteen, and so far as it appearing in the least an event, the sixteen ships might as well have been one. The people of the British West Indies enthuse when the wire drops at the race course.

After all, why should the people of Trinidad greet the American fleet with outstretched arms? The American Navy and the Monroe Doctrine, too, might as well be in the bottom of the sea so far as they are concerned; yet, both could be tolerated as long as the existence of either of them caused no inconvenience to the ponies or to the jockies at the race course.

Writers have written about Trinidad and about Port of Spain; and through all of such screech there runs the undertone of thought which impresses the reader with the belief that the people of the pretty little tropical city are very slow. These writers could have found actual life with which to change the tone of their local color had they but visited the races, for there they would have found that more than half of the people in attendance were at least half awake.

Several American bluejackets, sauntering along the street, overtook a party of residents hurrying to the races. After all, what's the use? Every man makes his own choice and it is not ours to criticise.

Colonel Swain, Commander of the British forces, called on Admiral Evans on the day following the arrival of the fleet and extended a hearty invitation to him and to his divisional commanders and the officers of the fleet to attend a reception at St. James' Barracks in the afternoon. Lady Jackson, wife of the Governor, assisted Mrs.



CARRIAGES AT PORT OF SPAIN WAITING FOR THE LIBERTY PARTIES.

Swain in receiving and the event proved a most enjoyable one to those who had the honor of attending.

Rear Admirals Evans, Emory, Thomas and Sperry, with their aides, landed at eleven o'clock in the morning and called on the Governor, Sir Henry Moore Jackson, at Government House. The Governor, attended by his aide, Captain Gransuttie, formally welcomed the fleet to Trinidad. Rear Admiral Evans and his divisional commanders took luncheon at Queen's Park Hotel, where they received the return call of the Governor, instead of aboard the flagship, owing to the ill health of Governor Jackson.

"Merry Christmas," everybody said to everybody on that nineteen hundred and seventh anniversary of the coming of our Lord—that Christmas Day in Trinidad. As usual, the sun rose a great ball of fire, smiling in that familiar, reassuring way that this, being Christmas, would be the one day that he would spare the

people; but, as usual, the assurance failed as the hours of the day crept along and the pitch began to fry from the seams in the decks. Thoughts went back from those fifteen thousand men to the old homes in God's country, where the white mantles of snow covered the land, and where merry crowds of boys and girls were skating on the lakes and ponds. But they were there, there in Trinidad, so what was the use of crying over spilled milk? It was Christmas time, and as such they were going to make the best of it. Many there were in that fleet who were away from home for their first Christmas; but to those came the comforting words of the old-timer: "Cheer up, cheer up, for the worst is yet to come." They were making their way in the world, securing for themselves a man's privileges in



STREET SCENE, PORT OF SPAIN, TRINIDAD, B. W. I.

Inactivity and lack of life characterize the scenes on the streets of this city.

return for a man's service, and taking with it all the heartaches of homesickness and the occasional fits of enforced loneliness, even though in the midst of their fellows. A surcease to their woes may have rested in the fact that they were undergoing an epoch in their lives that would enable them in years to come to preface a story to their grandchildren with the clause: "When I went around with the big fleet."

It was early in the morning, about the time that the little ones at home would have been investigating the contents of their stockings and expressing their thanks to the good old Santa Claus, who had so generously obeyed the requests written on the little letters and deposited in the chimneys. Yes, it was very early, before "all

hands," that Admiral Evans made a general signal, repeating the following, which he had received the night before:

• "Washington, D. C., December 24, 1907.

"Evans, Port of Spain, Trinidad:

"The Department extends to you, officers and men under your command, the best wishes for a Merry Christmas. METCALF."

To adapt himself to circumstances, to be contented in whatever surroundings he may find himself, is the first lesson that the American man-of-war learns. Detachments had gone ashore the day before and had returned to the ships with boat loads of palms and other tropical verdure. True, they were not pine and fir



COLONIAL HOSPITAL, PORT OF SPAIN.

from which the snow had been shaken, but, nevertheless, the Christmas spirit was in them. The Christmas spirit was in the men as the palms were hoisted to truck and yard-arm. Ships, which the day before were enveloped in the black clouds of coal dust, during the night, as though by magic, shed their grimy coats and now shone clean and white in the morning sun, and, decorated from stem to stern, from water-line to truck, were in uniform of the day. Every man, in the cleanest white, was ready to forget that he was away from the fireside scenes of the homeland and to join in the merrymaking of the hour. What mattered it though they were in a foreign country? There was a good-sized American city all by itself, and by itself could it celebrate. Where a few Americans are gathered together anywhere for any purpose, circumstances or conditions are seldom allowed to interfere, at least such has been the case ever since Boston Harbor was used for a teapot.

Things in one's own line are the first thought of, so it was natural that the first thing to be included in the celebration of the day should have been the regatta, the boat races in which every ship was entered. Although just in from the voyage, there was no difficulty in finding crews to man the various boats for the events of the morning; and even the pelting rays of a relentless sun were not sufficient to dissuade the men from their purpose to hold the regulation Christmas regatta. With arms bared to the blistering sun, the crews of the several boats responded to the cheers of their shipmates during the course of the events with double effort to win the race. It was not, however, possible for them all to win, and winning or losing all boats' crews were cheered on their return to their ship after a race had been pulled. In the chief petty officers' race, of one mile, in cutters, the Kentucky won by half a boat length, the others finishing in the following order: Vermont, Alabama, Illinois, Kearsarge, New Jersey, Connecticut and the Minnesota. The Rhode Island won the one mile gig race. The Louisiana won the race for dingies.



PALACE OF THE GOVERNOR OF TRINIDAD.

Following the races came the Christmas dinner, which consisted of "everything from soup to nuts," not omitting the roast turkey and cranberry sauce. Packages had been delivered aboard the ships before they sailed from Hampton Roads, the donors having exacted the promise that they would not be opened until Christmas. Hundreds of these packages contained the real flavor of home and of real Christmas, too, as the unwrapping of the covers revealed the contents of plum puddings and other things that mother had made. With all of these additions right from home, the cold-storage turkey and the canned cranberries did not seem so bad as they might.

"Lay aft all the liberty party!" The old-timers gathered on the quarterdecks to watch the liberty parties called over the gangways, occasionally venturing the remark: "If you had been in the navy as long as I have you would pass this burg

up on the liberty question." Then they stood by to watch the liberty men, one by one and in bunches, "coming home" before night; in fact, they came home before supper, the most of them.

The authorities in Port of Spain had read in some book about the sailors carrying great knives with them ashore, with which to carve up everything and everybody immediately they were out from under the direct restraint of the ship. Merchants, too, must have been warned of the approach of the sailors, for they had closed and barred their shops; or it might have been the races. As the liberty parties landed they were met by enough black policemen to have devoured the whole lot, armed, ready and fully expecting a fight; but it would be hard to describe the look of disappointed anticipation on their faces when they saw the orderly lot of men leave their boats, engage the best means of transportation and order their coachmen to take them to the various points of interest about the place.

It may have been Christmas, the races or the general custom which moved the people of Trinidad, who ably sustained their reputation of being asleep, for they certainly were asleep to the realization that there were five or ten thousand men there for the principal purpose of spending money, who were frustrated in their purpose at every turn by the sign "Closed."

There is no individuality in Trinidad: the Governor is sent there from the mother country; and whatever he be the people are satisfied with him. They are satisfied with everything from the fact that it would require the exertion of too much energy to be dissatisfied. If one were to attempt to compare Port of Spain with some other place on the face of this big world, in trying to get a simile he would find himself most decidedly up against it, for there is only one Trinidad. Port of Spain has not contributed to literature or history, but it boasts a lake of pitch where the asphalt, stirred from the bottom with a Mephistophelian poker and blistered on the top by the kiss of the sun, bubbles and boils to the entire satisfaction of the asphalt trust—not British capital, either, please.

The center of gravity was the racecourse, so it was there that the cars stopped; it was there that the coachmen discharged their passengers, and it was there that the pedestrian, by the law of gravitation, found his way. Those races, they are the funniest things you ever saw; in the first place they run backwards—that is according to the Yankee notion—then there comes the double combination of betting, pools and sweepstakes. It is no wonder that the people should dismiss the cares of business in order to devote themselves undividedly to the various combinations at the racecourse if they would win on each shilling that they placed on their favorites, copper, straight up, across the board, *sin bastos*, or easy. Some of the American sailors bet simply on the horse. According to the Yankee rules, they would have won; but everything goes backward in Trinidad, so they lost.

The liberty party took in the races, drove about town, went to the end of the street car line, saw all there was to be seen, did all there was to be done; and then in desperation sent off to the ships for their balls and bats and amused themselves in their time-honored way playing ball. Several ball games were going on at the same time under the lee of the race track grand stand; and at times it was a difficult matter for the crowd at the races to hear themselves shout when a favorite finished first, if it happened that at the same moment some one at the other end of Queen's Park made a two-base hit. As soon as the ball games started the men of the liberty

parties had no further desire to roam the streets of the city, for there was interest for them—and they were good games, too. Several Trinidadians left the race track and wandered to the outer edge of the sward to watch the American sailors play Yankee cricket.

Port of Spain offered no charm to the liberty parties, and the fresher air of the harbor, a clean hammock on a clean ship presented a greater attraction than the stuffy, hot twice-breathed atmosphere of the city. It is therefore no wonder that the men returned to their ships before their liberty was up. The native fruit vendors were the only ones awake to the opportunities that rested in the patronage of the sailors, and they did a rushing business. Fruit was cheap, that is it looked cheap, even though a double price was charged for it to conform with the sailor's generosity.



TAKING IN THE SUBURBS.

Party of sailors stopping at a native shack in Port of Spain to rest and to buy fruit.

Trinidad handed the sailors a lemon, not only a lemon but a whole lot of them and limes too, and alligator pears. In fact, when the liberty parties returned to the ships they had enough limes with them to equip the scuttle butt with lemonade for a month, and enough alligator pears were added to their sea stores to last as long again.

The Governor and the chief of constabulary were so surprised when they learned that the fifteen thousand men in the American fleet were gentlemen instead of the lot of salty toughs they had expected them to be, that they were dumfounded; and the newspapers which had anticipated something in the way of sensation to vary the monotony of cricket scores, could only say that the fleet came, coaled and went, promising that the next time it happened around that way they would open the stores.

So surprised was the Governor when he ascertained that the personnel of the fleet represented the nation's best men he addressed a letter to the Commander-in-Chief of which the following is an excerpt:

"I ask to be allowed to offer my congratulations on the irreproachable behavior of your men on leave. A residence for years at Gibraltar, a rendezvous of the fleets of the world, has given me much experience with Jack ashore. I can assert that your men established a record hard to equal and impossible to beat."

It is not only in the conduct of the men that the cruise of the fleet has corrected erroneous impressions.



"PING PONG"

Chapter IV

FROM TRINIDAD TO RIO DE JANEIRO—NEW YEAR'S DAY AT SEA—CROSSING THE LINE.



IT TOOK but a few days for all hands thoroughly to inspect all that there was of interest to them in Port of Spain, and before the date of departure the men, and apparently the ships, had become restless and anxious to proceed on the voyage. It was four o'clock, however, in the afternoon of Sunday, December 29th, that the signal came from the flagship, "Up anchor." The order had been anticipated for some time and made itself manifest in the great clouds of black smoke which poured from the funnels of the sixteen great ships. Simultaneously with the hoisting of the signals, chains ascended through the hawse-pipes until the forty-five fathoms were hove in, the anchors were aweigh in a remarkably short time, and retracing the course over which they had entered the Gulf of Paria, the fleet steamed in line through the Dragon's Mouth, leaving the Lesser Antilles behind.

The fleet was soon riding again on the bosom of the Atlantic, bound southward for its next stop, Rio de Janeiro. For the first two days nothing of importance occurred, and the regular routine of work and drill was becoming a bit monotonous, intensified by the ever-climbing mercury.

It is not that the holiday is a rare occurrence that the men in the navy make the most of it, but it is the cessation of routine, the general thing on all holidays, which allows Jack the opportunity of thinking of other things. He is of an inventive turn of mind, and his exuberance must have an outlet.

Were a quartermaster or a marine time orderly so far to forget himself and conduct himself in such an unseamanlike manner as ever to strike the bell more than eight strokes, he would immediately make himself ridiculous in the eyes of all of his shipmates, and for so doing he would be held as a subject of scorn.

There is one time, however, each year when the time of the day is indicated aboard a battleship by more than eight strokes of the bell, and that is on New Year's Eve, when the quartermaster strikes eight bells for the departing year and eight more immediately following to herald the birth of the new. New Year's Eve was fair and bright with the fleet as it steamed on its southern course, eight degrees north of the Equator, and about five hundred miles off the east coast of Venezuela, almost opposite the mouth of the Orinoco River. Luminous bow-waves rolled away from each of the great ships as they ploughed their way through the phosphorescence.

The old-timer knew what would happen at the stroke of sixteen bells on this memorable occasion, and early in the evening he had canvassed the ship, advising the untutored of the ways of the navy on New Year's Morn. The cooks were told of the condition in which they would find their pots and pans on the following morning, if they were not secured for sea; and bandsmen cautiously hid their instruments from the eyes of the brigade which had inaugurated a search of the ship for instruments of any kind with which the most noise could be made. In many instances the most sacred hiding places, however, were not selected well enough to hold the sought for treasures, and on two of the ships the drummers mourned the fact that the following morning found the heads of their bass drums most sadly fractured.

To sleep from the old year to the new is a physical impossibility aboard an American man-of-war. At the stroke of the first eight of the sixteen bells the entire bugle squad sounds reveille. If there be a sailor on that ship who does not respond to the call he is soon doomed to be forcibly advised of his neglect; and with bugles, drums, pans, horns of every description, rattles, devil's fiddles, and everything upon which a noise can be made, a brigade starts from the bridge, makes its way forward on the starboard side and aft on the port, thus canvassing each deck. All sleeping forms in its wake must "rise and shine, and show a leg with a boot on." Fore and aft, regardless of position, no part of the ship except the sick bay is sacred to the attack of the merry-makers. Admirals on the flagships are advised by the noisy, merry throng that a new year has been ushered into being. Sickness is the only excuse by which a man can save himself from being turned out on New Year's Morn. This ceremony requires less than half an hour, when the brigade returns to its point of start, the buglers sound taps; and then silence again reigns until everybody is turned out in the official way to greet the New Year at all hands in the morning.

For the first several days of the new year there was little to do but drill and work and watch the mercury rise. Land was sighted off the starboard bow. Navigators observed the land with glasses from the bridge. It was there to be sure, but, consulting their charts, nothing in the form of the island thus located appeared. Why such a prominent island on which were growing palms and tropical foliage should have been overlooked by the Geodetic Surveys and by ships continually passing over this route, as they must repeatedly have passed this menace to navigation, without duly reporting it on arrival in the next port, seemed a strange thing to the navigators who knew well the necessity of making known to the maritime world all rocks and shoals which might be discovered thus. Consulting the charts, however, it was learned that the fleet was steaming off the mouth of the great Amazon River, and this was but one of the many floating islands which become detached from the banks of the river hundreds of miles in the interior of Brazil.

On the banks of the Amazon the tropical jungle of foliage is so dense that the roots become a solid, tangled mass. As the river bends its serpentine course the constant wearing of the water washes the soil from beneath the roots of the dank vegetation along its banks. These frequently drop, unsupported, in great masses, often in extent equal to an acre, and floating slowly down the muddy stream finally drift to sea. These islands have been encountered at sea many hundreds of miles from the mouth of the river, and it is not infrequent that upon them have been found serpents and animals which have been carried as passengers from the interior of Brazil.

On the 4th day of January another important event occurred, one which all sailors do not have the opportunity of surviving. Darkness had settled over the deep on the evening of this day as the fleet approached the Equator. A strange sort of stillness seemed to have fallen over the sea. Not a breath of air was stirring. The same phosphorescent waters seemed to radiate the heat stored during the day from the sun's relentless rays. Weird it seemed as streaks of light here and there burst from the surface of the water as a porpoise or a dolphin darted across the bow of a ship or followed parallel with it for some distance, apparently in a test of speed. It was earthquake weather, as the landlubber would term it. It was a condition which fostered expectance in the breast of the thousands on watch. The bands on the six-

teen ships had been rendering their nightly concerts and had ceased playing, doubly accentuating the silence which followed, and making it more impressive.

"Ship ahoy!" came a cry from the deep. To those who had visited this region before the voice was well known, and the thought of disobeying such an order was the most remote.

"Aye, aye, sir," came the simultaneous reply from the sixteen ships.

Sixteen messengers of the Court of His Majesty, Neptunus Rex, had been dispatched to intercept the fleet, to warn all hands of the penalty to be meted to those who without initiation dared to enter the sacred realm of His Majesty.

"What ship is this?" was asked of each of the sixteen.

Knowing well the danger in delay on such an important occasion, the officers-of-the-deck on the several ships responded with the name of the ship, her commander, and mission.

"I come in the name of His Majesty, Neptunus Rex," shouted the messenger. "Heave to, at once."

Probably no one but a sailor who has crossed the Equator can ever imagine the dignity of the king of that realm. His importance might be considered by the layman when it is known that even his messengers are received by twenty-four side boys and a blare of trumpets. It was thus that Neptune's messengers were received aboard the ships on this evening as they climbed out of the water over the bow and made their way to the bridges.

Who these slaves of Neptune might have been it is difficult to tell, or their deeds of disobedience, for which they suffered the great transformation. They had at one time evidently been human, but disregarding the royal wishes of His Majesty on some occasion they had been held as his slaves. Of odd shapes they were, with bright eyes and long hair, and voices with a wonderful power of penetration. Their feet were double the size of the ordinary mortal and terminated in three long toes, webbed like a frog. They wore the regalia of the Court of Neptune, and though menials in their own element, they were rulers aboard the ships. To them admirals bowed in obeisance. With hearty handshakes the messengers were received on the bridges by the officers-of-the-decks. It was wise of the commanding officers of each ship that on this night they had placed on watch men who had been before in the realm of Neptune.

"Avast there, me hearty! Methinks I have seen your face in these waters before. If it be true, you perchance will escape the dire pains and penalties to be inflicted upon those unlucky mortals who are about to enter the domain of His Serene Majesty Neptune without having previously secured his permission. I am the bearer of a most important message from my August Monarch to your Captain. I desire to speak with him at once. I have also a large quantity of mail for his men which would please His August Majesty to have delivered immediately."

From the folds of his imperial garb the messenger withdrew a leathern pouch, containing a letter for every man aboard the ship, who had not previously been initiated into the mysteries of this great domain. Messengers of the ship, masters-at-arms, and orderlies were immediately ordered into the service of the messenger to do his bidding, and the pouch was delivered to the mail orderly. The crew was mustered on the starboard side of the ship, and to each was delivered the following subpoena:

"Domain of His Majesty, Neptunus Rex, Equatorial Region,

"January 4, 1908.

"To Ed. Harrison, Seaman United States Navy, Greeting:

"Being a Landlubber and daring to enter Our Aqueous and Equatorial Regions without due and submissive ceremony, you are hereby ordered and directed to appear in person before My Most August Presence in latitude 0' 00' 00", longitude 37" West, on January 5, 1908, to explain your most contumacious conduct, and to accept most heartily and with good grace the pains and penalties of the Awful Tortures that will be inflicted upon you, to the end that you may become an honorable Shellback.

(Signed) NEPTUNUS REX.

"Attest: DAVY JONES." (Seal.)

As the Messenger of His Most August Majesty, Neptune, was supervising the delivery of the subpoenas the officer-of-the-deck announced that the captain would receive him at once, and excused himself for his duties on the bridge, knowing well the necessity of careful navigation and personal attention to detail in order that sailing regulations be complied with while steaming in the vicinity or through the domain of Neptune.

The captains in all cases submissively obeyed the order of His Majesty's messenger, and came immediately within his presence, as ordered.

"Captain," said the messenger, "I present you with this dispatch from my August Sovereign, Neptunus Rex, who welcomes you on this your return to his Empire. His Majesty further instructs me to say that he remembers well your previous visits to his Kingdom, and to state that in all your travels he has watched and guarded you from the perils of the deep since the day of your initiation. He is glad to see that yours has been a life of happiness. I regret that duty bids me leave you now, as I must remain in this region and board a French tramp which is due this way in a few hours. I desire, however, before I take my leave, a list of your officers who have never before been in our Aqueous Kingdom; and finally, Captain, I have the honor to inform you that His Serene Majesty, Neptunus Rex, accompanied by his complete suite, will do your good ship the honor of a visit at 1:30 p. m. tomorrow."

With a blare of trumpets the messenger passed aft between twenty-four side boys, and over the stern he dropped into water. A long streak of phosphorescent light showed in his wake as he darted through the water in the direction of the French tramp.

Those unfortunates who had received the subpoenas from His August Majesty slept but little during the night, as they dreamed of the awful torture with which they were to be inflicted on the following day. However, they were in eager anticipation, and like the true sailor anxious to get a bad job done.

As the sun arose, a blazing ball, clear from the deep, blue sea on that eventful 5th day of January, the fleet was ploughing along up the hill which led to the Equator. It was Sunday and all hands had been called aft to general muster. That evolution, however, had been hurried through, particularly on those ships where the paymasters themselves had been ordered to appear before His Majesty. A fitting throne and court room had been arranged at which to receive His Majesty and his retinue when they might arrive. Full well did the initiated ones know the penalty which would have been inflicted had Neptune come to a ship which had not been duly prepared to receive him.



SCENES ATTENDING THE INITIATION INTO THE REALM OF NEPTUNE.

At 1:30, over the starboard ladder, came Neptune, his wife, Amphitrite, and child, Doctor Dippy and his assistants, Judge Prudence, his astronomers, secretary, two barbers, and squad of policemen, and the bearers of his royal carriage. The pomp with which they were received aboard the ship eclipsed all ceremonies ever before witnessed by the most of the crew. The entire marine guard was necessary to do honor, whereas all idlers were called to serve as side boys. The band was called to render for His Majesty's edification, "Columbia, the Gem of the Ocean."

After the royal party had been received by the captain in his cabin, business was immediately begun, for there were many lubbers to be initiated into the mysteries of the realm. A great tarpaulin lad, by order of His Majesty, been provided, gathered at the ends and made fast to lines suspended on four sides, forming a great tank. Doctor Dippy presented the prescription with which the tank was to be filled, as follows:

Black Molasses, two barrels.
Coal Tar, five buckets.
Dissolved Glue, one bucket.

Mixed with sufficient bilge water to a depth to permit immersion.

On a platform, conveniently overlooking the swimming tank, were rigged four barbers' chairs of the double-action, revolving, break-in-the-middle, fold-up kind, every feature of which could be operated at once by the touch of a single lever.

The royal police were dispatched throughout the ship to bring the landlubbers before His Majesty, to explain why they had dared appear in this region without imperial sanction. They were placed before the throne in the chairs at the mercy of the imperial barber. Lathered with a decoction of Albany grease and white lead, they were shaven by one or two strokes of the great, dull razors. Their physical qualifications were ascertained by a few sharp taps on the back with a wooden maul, and to aid the constitution in withstanding the shock of the ordeal they were forced to swallow a pill of soap and cayenne pepper the size of a nutmeg. This dose was administered to those who answered "No" to the question asking if they thought their physical condition was such as to allow the severe initiation without danger. Had the answer been "Yes," the victim would have received the contents of a bilge syringe full in the face, which was a milder form of medicine. Following these few preliminaries the magic lever on the barber's chair was touched, and the victim precipitated headlong into the swimming tank where the servants of His Majesty waited to insure a complete immersion.

Once the subject of His Majesty, by virtue of initiation, each man volunteered his assistance in bringing his reluctant shipmates before the throne of justice until all had received the same treatment. Officers as well as enlisted men met the same fate, unless they chose to pay the fine imposed by His August Majesty of one barrel of beer in lieu of the soap pill and Turkish bath. Some there were who chose to pay the fines, but on some of the ships the entire personnel of the wardroom and steerage chose to take the initiation in the regular way and become real Shellbacks.

It is not a most comforting or pleasing sensation to have one's mouth filled with tar and to have one's head shampooed with molasses, and some there were whose dignity caused them to object to such treatment. These were meat for the police and the "bears," and the louder a man protested the more harsh and lasting was the form of his initiation. Deck hoses were kept running, and it required but a few

moments of vigorous rubbing, employing, perhaps, a little sand and canvas, to bring one from His Majesty's presence back again to a real human.

During the afternoon the Ancient Order of the Deep had received into its fold from the fleet alone about four hundred and fifty officers and over ten thousand enlisted men. To each of these was issued the following gorgeously lithographed certificate:

"DOMAIN OF NEPTUNUS REX, RULER OF THE RAGING MAIN.

"To all Sailors, wherever ye may be, and to all Mermaids, Sea Serpents, Whales, Sharks, Porpoises, Dolphins, Skates, Eels, Suckers, Lobsters, Crabs, Pollywogs, and other living things of the sea, Greeting:

"Know ye that on this 5th day of January, 1908, in latitude 0° 00' 00", longi-



CROSSING THE EQUATOR.

Neptune and his staff initiating the lubbers; the barbers at work.

tude 37° West, there appeared within the limits of Our Royal Domain the United States ship VERMONT, bound southward from the Strait of Magellan and Pacific ports. Be it remembered that the said vessel and officers and crew thereof have been inspected and passed by Ourselves and Our Royal Staff;

"And be it known by all the Sailors, Marines, Landlubbers, and others who may be honored by his presence, that H. R. JACKSON, U. S. N., having been found worthy to be numbered as one of our trusty Shellbacks, has been gathered to our fold and duly initiated into the Ancient Order of the Deep.

"Be it further understood that by virtue of the power invested in me, I do hereby

command all my subjects to show due honor and respect to him whenever he may enter our realm. Disobey this order under penalty of royal displeasure.

"Given under our hand and seal this 5th day of January, 1908.

"(Signed) NEPTUNUS REX.

"Attest: DAVY JONES, His Majesty's Scribe."

On the morning of the 7th a black speck was sighted to eastward, barely rising above the horizon. This peculiar object was sighted by the officers-of-the-deck on several of the ships at the same time. It was apparently a wreckage of some sort, and with powerful glasses it was noticed that it carried a cargo of human freight, possibly it might have been a party of sailors who for many long days had drifted, without food or water, beneath the relentless heat of the tropical sun.



A CERTIFICATE OF MEMBERSHIP IN THE ANCIENT ORDER OF THE DEEP.

The location of the wreck was communicated to the flagship, and the supply ship Culgoa was dispatched, by order of Admiral Evans, to proceed to the scene and rescue the survivors. The Culgoa was watched as she went on her mission of mercy, and much was the surprise of the anxious watchers as they saw the ship return to its position with the fleet, leaving the castaways still on their raft. Expressions of censure were uttered, but such ceased, however, when on the return of the Culgoa it was learned that the castaways were natives from Cape St. Roque, and were out on a fishing excursion almost a hundred miles from shore in a boat which might have collapsed or gone to the bottom in the least sea or gale.

The old-timer knew before the Culgoa left the formation that it was a native Brazilian boat toward which the rescuing ship was headed. Although the natives

on the Brazilian Coast venture far into the sea in small boats, their deeds of daring do not approach those of the Chinese fishermen, who in small sampans go for three hundred and four hundred miles to sea in whatever direction their fishing takes them.

The "Brazilian Bugle" was rounded on the 7th, and the course of the fleet was changed to the direction of Rio de Janeiro. As the sun was rising on the morning of the 12th land was sighted off the starboard bow and at 8:30 the fleet was steaming with Cape Frio off the beam. A great cliff it is, towering five hundred feet in height, surmounted by a solitary light-house. This beacon is the sixty-mile post from Rio de Janeiro. The Yankton, which had preceded the fleet, had arrived at Rio de Janeiro, and here, returning, had met the fleet with messages. Communications were exchanged with the busy little tender, while for the first time in the previous fifteen days the propellers on the big ships ceased for an interval of several minutes while the Yankton was delivering her messages to the flagship.

Rio de Janeiro, the most beautiful harbor in the world, had appeared in the minds of these fifteen thousand men, and those who were now about to realize their ambition of visiting the beautiful port, crowded the fore-castle immediately after dinner, for it was then that the outlines of the harbor first became visible with the aid of a glass.

Three Brazilian cruisers stood out of the harbor and, after having proceeded a distance of about sixteen miles, met the object of their mission. As the three Brazilian ships passed abreast the Connecticut, the American flag was broken on the fore, while the Flagship Barroso fired a salute of twenty-one guns. This salute was answered by the Flagship Connecticut. Following the Barroso came the Tamoyo and the Tupy. It could plainly be seen that the Brazilians were hearty and whole-souled in their reception of the fleet. As the three Brazilian boats steamed by the long line of American ships, bands were on the quarter-decks playing "The Star Spangled Banner," while the bands on our own vessels returned the national air of Brazil.

It was 3:40 in the afternoon when the fleet entered the channel. Sugar Loaf Rock, that great sentinel towering to a height of six hundred feet perpendicularly from the water's edge, was passed to port, while on the starboard side were the frowning shore batteries built on receding ledges against the face of the mountain. The entrance to the harbor of Rio de Janeiro suggests the strength of Gibraltar. Fortifications and frowning guns were apparent on every hand. Passing into the entrance of the harbor it appears as though one were entering a great arena, or a Grecian theatre, the harbor apparently forming the orchestra and the stage, while boats of all kinds, sizes and odd shapes, passing busily to and fro, seemingly might be the performers in some wonderful play, while receding from the water's edge the great amphitheatre, formed by the mountain sides, stands tier on tier overlooking the great stage.

Looking at the beautiful harbor before them as the ships, now at half speed, steamed toward their anchorage, it required no keen or vivid imagination to picture the old castles of Spain, as here on the mountain sides domes and turrets of stone peered above the beautiful foliage, surmounted by the gorgeous green and yellow ensigns of the nation, which added brilliance and color to the scene.

When within the harbor, again came the firing of salutes, during which the towering mountains echoed and reverberated with the roar of the guns, while bands

at the forts were playing continuously. The whole city was dressed in holiday attire. Wharves and docks were lined with thousands of people who had gathered to watch the arrival of the fleet, while excursion boats, crowded to their guards, steamed about the harbor. The air of it all seemed as though it were more hearty welcome than curiosity which occasioned the gathering of so many to view the arrival of the great fleet, an unprecedented event in the history of Rio de Janeiro.

Ten minutes after the fleet had passed the Sugar Loaf came a roaring clank, as sixteen great anchors drew the rattling chains through the hawse-pipes. A different aspect was presented here, as the sailors standing about the fore-castle compared the vista before them with that of the port they had recently left. Coal, of course, was the next thing, but they could cheerfully look beyond that in anticipation of the pleasant few days to be had ashore, of which the surrounding conditions assured them.



ENTERING RIO DE JANEIRO, SUGAR LOAF MOUNTAIN IN THE DISTANCE.



Copyright, H. R. Jackson.
A STRAIGHT COURSE TO THE ENTRANCE OF THE HARBOR OF RIO DE JANEIRO.



FORT SANTA CRUZ, AT THE ENTRANCE OF THE HARBOR OF RIO DE JANEIRO

Chapter V

THE FLEET AT RIO DE JANEIRO.



IF EVER the gates of a city were thrown open to guests, or the hand of welcome heartily extended to its visitors, that condition prevailed at Rio de Janeiro during the stay of the Atlantic Fleet in the capital of Brazil; and if the people of two nations ever fraternized, it was done by the people of the two American republics on this memorable occasion. Welcome was read at every point in the harbor and it floated from the hillsides before the fleet dropped its anchors in the deep blue waters of the bay. The hand of the whole of Brazil was extended in welcome to the visiting fleet; and it truly seemed as though President Penna came close to the point when he made the remark that the people of the United States and the people of Brazil were brothers of the heart.

It rested with the head of the Brazilian nation to hold the honor of extending the first welcoming function to the fleet when he tendered a reception at his residence to its officers. Mr. Irving B. Dudley, the American minister, presented the officers of the fleet to the president. The function was attended by government officials and naval and military officers, as well as the social elite of the city. The grounds were beautifully decorated in the national colors of the United States and Brazil, and a marine band discoursed American and Brazilian music during the event. During the evening following the arrival of the fleet, while Minister Dudley was giving a dinner in honor of the commanding officers of the fleet at the beautiful suburb, Petropolis, the people of the city were showing their enthusiasm by sending up a glorious display of fireworks from the waterfront, and in honor of their guests the Brazilian men-of-war in the harbor were ablaze with electric illumination. A grand ball was tendered at the Crystal Palace at Petropolis by the Diario Club of Rio de Janeiro, attended by over a hundred officers of the fleet and the elite of the city and the suburbs. The entire stay of the fleet was characterized by a continuous round of social gayety.

After the formal reception of the officers of the fleet, the following telegrams were exchanged between the presidents of the two republics:

"Petropolis, January 14, 1908.

"President Theodore Roosevelt, Washington:

"This afternoon I had the great pleasure of receiving and becoming personally acquainted with the admirals and captains of the American fleet *en route* to the Pacific Ocean.

"I congratulate you on the successful arrival of so powerful and well-drilled a fleet at Rio de Janeiro, and I take keen pleasure in informing you that the people of our capital spontaneously and enthusiastically joined the Brazilian naval authorities from the very first moment in the demonstration of fraternity and friendship toward the American sailors and the great republic of the North, for whose glory all Brazil utters the most cordial wishes.

(Signed) "ALFONSO PENNA, President of Brazil."

President Roosevelt's reply was as follows:

Washington, January 15, 1908.

"President Alfonso Penna, Rio de Janeiro:

"I thank you for the kind message which you were so good as to send me upon the arrival of the American fleet at Rio. It has given me and will give to the American people the liveliest satisfaction. We are all very sensible of the courtesy and distinguished hospitality with which the government and people of Brazil have received our officers and sailors. The warships of America exist for no other purpose than to protect peace against possible aggression and justice against possible oppression. As between the United States and Brazil these ships are not men-of-war, but are messengers of friendship and good-will, commissioned to celebrate with you the long continued and never to be broken amity and mutual helpfulness of the two great republics.
(Signed) THEODORE ROOSEVELT."

Rio de Janeiro presented a far different appearance to the people of the Atlantic Fleet from that which they had expected to see. The preparations of the various reception committees had been well made before the arrival of the fleet, and carried into effect when the ships arrived. A large building near the landing had been converted into an information bureau for the sailors, and there any information could have been obtained regarding the departure of trains and boats for the suburbs, places of amusement and all points of interest. The reception committee conducted an exchange bureau, where American money could have been changed to the currency of Brazil without the necessary payment of the general brokerage charged in the exchange shops. Some ceased to wonder where the city got its name when they felt the load of money they were obliged to carry in their pockets—January, the month of money. The mints of Brazil must of necessity work overtime. Some there were who returned to the ships in the boats they came ashore in when they were confronted with the price-tags to the effect that a glass of lemon squash could be obtained for the modest sum of \$160. A suit of clothes prominently displayed in a clothing store bore a tag which announced to the passing public that it could be purchased for the modest sum of \$50,000. It is natural to suppose that such a condition would have taken the wind out of some of the bluejackets' sails, particularly as many of them had come ashore with only a couple of hundred to spend. Confidence, however, was soon restored in the financial centers when it was learned that one American dollar was equivalent to 3200 reis, and that the rei is indicated in Brazil by the mark used in the United States to indicate the dollar. So in Brazil a glass of beer costs \$160: people cheerfully pay \$640 for a shave, and \$3,200 for a very good meal.

The magnificence of the city certainly surprised many who arrived at Rio expecting to see the average type of a tropical Spanish city. Many were no less than amazed when they saw the beautiful architecture of the buildings and the cleanliness of the streets and pavements. The general appearance of Rio de Janeiro is far ahead of the average North American city, showing conclusively that the grafters had dipped but lightly into the treasury, if they had dipped at all. Beyond question, the municipality has expended public funds in a wise and far-seeing manner. Many of our cities in the United States could take a valuable lesson from Rio de Janeiro.

Avenida Central, the principal thoroughfare of Rio, is a marvel of neat, magnificent buildings, most elaborate in architecture. It seems as if energy and ingenuity had been exhausted to make them as costly as possible; at all events, the matter of expense was a secondary consideration. Great pillars of solid granite and marble grace the corners and the entrances to the gilded alcoves and domes. High ceiled



BENEATH THE COCOANUT PALMS AND THE BANANAS AT RIO

with balconies, the interiors of these buildings are decorated beyond one's dreams. The pavements exhibit a beautiful series of scroll-work designs done in black and white, and slate and brown mosaic.

Corcovado Mountain seems to rise out of the city, a great guardian ever watching over it; at its base Rio boasts the most beautiful botanical gardens in the world. The Zoological Gardens were much frequented by the visitors, and such of the animals as the keepers allowed to be fed fared well at the hands of the Bluejackets.

The parks of Rio are pleasing, ever made with the purpose of relieving the city of that great monotonous "tier on tier" that we see in other cities of the world where real estate values keep the houses crowded together and piled up toward the sky.

Corcovado Mountain was literally invaded by the liberty parties as special trains



TYPICAL STREET SCENE OF RIO, SHOWING THE MAGNIFICENCE OF THE STREETS.

wound round and round the precipitous face, and straight up in places to the summit of the needle-like mountain to the height of 2,300 feet above the sea. What a wonderful view there was unfolded before the eyes of those who made the ascent of Corcovado. Beneath lay the city and the harbor like a great crazy-quilt of a thousand colors. It was a view as the bird sees it. The roofs of the houses protruded through the foliage of the trees, varying in the city the monotony of the carpet of foliage. Tall chimneys discharged great clouds of black smoke, which by favor of the wind was blown to sea, relieving the landscape of a hazy atmosphere. In the harbor peacefully the great engines of war, there on a visit of friendship, a visit that will ever cement the feeling of friendship in common with these two American republics, a feeling of friendship that has grown steadily stronger since Secretary Root carried

the sentiments of the United States to the people of Brazil in 1906 at the Pan-American Congress, binding forever the hearts of the two nations.

The visit of the American fleet has well been termed a friendly invasion, for a literal invasion it was. American sailors could have been seen in all parts of the city and suburbs, on excursions both by boat and train. The proprietor of the hotel on Corcovado, on the arrival of his first installment of visitors from the fleet, found that he had not sufficiently provided for so many appetites whetted by the exhilaration of the ride to the summit. However, he managed to make out by the judicious administration of water to the soup, and by a diplomatic reduction in the size of the helps of each of the five courses of the dinner served in the Portuguese style. The first parties only had their ration thus reduced, for the later arrivals found abundance.

To many of the sailors this was their first experience in a country where it required other than a knowledge of the mother tongue in order to make themselves



SCENE IN THE PARK OF THE REPUBLIC, RIO DE JANEIRO.

understood, and some of the attempts at linguistic enunciation were interesting as well as amusing. One particularly amusing illustration of this was enacted in a jeweler's shop on Avenida Central, where two men of the Connecticut were arranging for the repair of a watch:

"Watch me throw the 'Spiggoty' lingo into this fellow," said one as they entered the store. Engaging the first clerk in sight he began: "Say, mirror you stay, sabe you my watch is on the bum mucho plenty; you query fixem pronto, este?"

"Sure, Mike," replied the clerk, "what is the matter with it—been using it for a heaving lead?"

"Where in blazes did you learn United States?" questioned the surprised sailor.

"I was born and raised in New York," replied the clerk. "Been here for fifteen years. How is the little old burg, anyway?"

That officers and men alike were accorded a royal welcome in Rio can partly be seen in the accompanying outline of the program of entertainment:

January 13, 1908: Reception to the officers of the fleet by the President of Brazil, Alfonso Penna, at his residence; banquet to the officers of the fleet given by United States Ambassador Irving B. Dudley, at the American Embassy.

January 14: Luncheon at Corcovado by the Brazilian Navy.

January 15: Luncheon by the President at Petropolis, and garden party at the Embassy.

January 16: Fete tendered to the fleet by the American colony in Parque Fluminense.

January 17: Fete in the Botanical Gardens given by the Brazilian Navy.

January 18: Banquet given by the Minister of Foreign Affairs at Monroe Palace.

January 19: Excursion to Tijuca.

On Monday, January 20, receptions were tendered to the people of Rio on board the vessels of the fleet, and on the following day the entire force of the fleet's reception



THE BRAZILIAN WAR COLLEGE.

committees was placed aboard the *Minnesota* where a grand formal reception was given. The decoration of the big ship rested in the hands of Henry Reuterdahl. Though his education on the subject of armor belt may have been a bit neglected, this much talked of gentleman has certainly mastered the art of landscape gardening and hall decorating, and when it comes to distributing gay bunting, flowers and palms with artistic effect Henry Reuterdahl is in his element. The quarterdeck of the big battleship was literally converted into a fairy garden as boatloads of palms and flowers brought from the shore were artistically placed about the ship in avenues, while occasional shady bowers suggestive of *tete-a-tetes* and moonlight nights were conveniently placed off the line of traffic. From the life lines of the ship were artistically draped the flags of all nations and the bunting of the ship, and the forecstle and superstructure as well as the quarterdeck bore the touch of the same decorative hands. Beneath the great guns of the after turret there had been made a goldfish pond in the center of which sparkled a beautiful fountain. On coming aboard the *Minnesota* one could not realize that one was aboard a battleship. It was more like

being in a beautiful garden, but down below where the guests were shown the fact that they were on a battleship could not be disguised.

What a different scene the ship then presented, as the ladies of Rio passed leisurely about the ship or waltzed on the waxed decks to the music of orchestras in every part of the ship, from that of the busy days of drill, when men are rushing to their stations at general quarters or clearing the ship for action. If pretty women and handsome gowns are objects for admiration, the *Minnesota* spent that afternoon and evening in admiring.

The days of fetes and sight-seeing came quickly to an end and the ships again prepared for sea.

The excitement of the occasion being over the people of the fleet had an opportunity to take stock of themselves and each other, and to laugh at the curios the other fellow had possessed himself of in Rio. Strange it is how different men do



FERRY TAKING PARTY FROM RIO TO NIC'THEROY

their shopping, and strange the different tales they will have to tell after their visits to the same places. Pictures offered a large field of investment for many; others invested in humming-birds' heads mounted on plaster of paris, while others exchanged their surplus coin for various kinds of Brazilian beetles. Others could show nothing more tangible for their disbursements than street car rides and lemon squash. Fruit? Yes, everybody bought fruit; and the pineapples lasted until the fleet had reached the Strait of Magellan.

The American sailor must have made a strange impression on the Brazilians; but, on the other hand, the Brazilian made a strange impression on the American sailor. Both had depended on the story books for their knowledge of the other, and they both had read the wrong books. We generally find that we do get hold of the wrong books when we try to learn about a people without seeing them ourselves.

That the reception of the fleet in Rio de Janeiro was more hearty than formal was clearly obvious by the voice of the press.

Upon the arrival of the fleet a special American edition of the *Diario de Comercio* appeared with the great headlines: "TEN THOUSAND WELCOMES TO THE AMERICAN FLEET."

Whereas the cartoonist saw the humorous side of the men ashore and so depicted the sailors in a humorous light, the tone of the press was that of praise for the men.

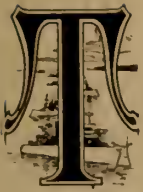
As the fleet left Rio the *Corrieo da Noite*, the leading paper of Rio, published the following under the headline "AU REVOIR":

"To the officers and men of the American fleet, we say, AU REVOIR, not farewell. We know that you will come back again, that we will again clasp you by the hand with the same fraternal greeting with which we received you. The sympathy that we have for so many years felt for you, which we may say actually commenced when YOU, the FIRST nation to do so, stretched out your hand and welcomed us—a new republic, increased in intensity when your great statesman, Mr. Elihu Root, came among us and captured all our hearts, to the present time when we feel it with us you have not only completed the task commenced but taken our hearts with you which were only on parole. So, we wish you a most prosperous voyage, and, you may be sure, we will watch with anxiety the news that you have arrived safely at your destination, and no matter whatever the future may bring forth, you can rest assured that here, in Brazil, you have as true friends as those you have left at your hearthstones in North America."



Chapter VI

FROM RIO DE JANEIRO TO PUNTA ARENAS.



THOUGH it may be that the women of our country have no voice in the matter of electing a President, though their voices may not be directly brought into the sessions of Congress, it is nevertheless a fact that the inspiring influences which govern this great land of the free come from the fair ones of the country.

On leaving Hampton Roads official orders and thoughts of official business surrendered themselves to the thoughts of loved ones—mothers, wives and sweethearts—left behind, though they might have been forgotten in the overwhelming duties attending the sailing of the great fleet and preparations for the event awaiting its arrival in Magdalena Bay. Such thoughts again surrendered themselves to the thoughts of the gentler ones as each port was reached in the anticipation of there finding messages from loved ones, messages that would make the battles of life seem easier and the rough ways smoother.

It was so in Rio de Janeiro when the time drew near for the departure of the fleet. The sixteen ships were to have sailed on the 21st, but the sailing was postponed one day in order that the fleet might receive the mail from home, which had left New York on the 5th of January. It was not official mail which held the fleet in the harbor, for none was expected, but it was letters from the homes of the fifteen thousand men whose hearts were gladdened on the day that the mail arrived. News that the little ones were well at home was of far more value to those men than the doings of Congress, then in session. Even the Pay Bill was a matter of minor importance.

President Penna, after having received the official call of Admiral Thomas, gracefully retired from the scenes of the celebration during its stay at Rio de Janeiro until the time came for the departure of the fleet. At 1:30 on the afternoon of January 22d a little side-wheeled yacht—one which had been a model in the days when the court of Portugal was located at Rio—was seen to have left the quay, flying the flag of the President of Brazil and steaming toward the fleet. His tour of the harbor was for a twofold purpose—of reviewing his own fleet as well as the fleet of his guests in the harbor. The First Marine Band of Brazil was on the deck of the little side-wheeler, and as it churned its way down the line, flanked by the great white ships, the band played the national air of the United States, while the ships manned the rail and returned from each quarterdeck the notes of the Brazilian national anthem.

The Brazilian men-of-war in the bay cast off the buoys to which they were moored and steamed in parade toward the mouth of the harbor, circling at the lower end of the American anchorage and executing, as it were, a grand march back to the head of the columns. At 3 o'clock the last ship had passed the review, when the signal "Up anchor" fluttered to windward from the yardarm of the after bridge of the Flagship Connecticut, and the white squadron was soon under way. A flood tide had swung the ships so as to head them to sea, so that in leaving the harbor the order in which the fleet arrived was reversed. The two sister ships, Kentucky and

Kearsarge, led the way, followed by the twins Alabama and Illinois, these four ships comprising the fourth division, under the command of Admiral Sperry.

During the stay of the fleet in Rio de Janeiro the weather had been all that could possibly have been expected. Unspotted by a single cloud, the blue canopy of heaven had permitted undisputed the right of the sun to smile upon the scenes of the week; but it seemed that no sooner had the anchors been lifted from the bottom of the harbor when, like a thunderbolt from a clear sky, a great black cloud spread over the harbor like a huge awning made fast to the pinnacles of the spear-like peaks which surround it. Boreas seemed desirous of showing that he had a hand in administering his share of climate to Rio de Janeiro. The waves soon rose in the harbor until the small craft which had come to bid *bon voyage* to the fleet were compelled to withdraw to the shore. It appeared a great gale to the launches and small boats, and even to the President's yacht the waves caused considerable annoyance, but to the great ships of the fleet as they steamed into the teeth of the blow it seemed but a refreshing breeze, the courtesy of the god of winds to lower the temperature that pervaded the ships, as down in the engine rooms firemen and coal passers stood with bared breasts beneath the ventilators and welcomed the cooling draught which was carried to the fire rooms. With the storm came torrents of rain, pouring from the black clouds above as though the bottom of a great suspended reservoir had been perforated. Although steaming at intervals of less than eight hundred yards, the rain fell in such torrents as to obscure the sight of one ship from another, while the wind and sea continued to rise.

The little Brazilian yacht held stiffly in the teeth of the gale until the mouth of the harbor was reached. When abreast Fort Villagenon every ship fired a parting salute as the trim side-wheeler lay off to allow the fleet to pass. The firing of this salute was the last token of respect to the government and to the people of Brazil, whose courteous hospitality will never be forgotten by the fifteen thousand men whose honor it was to fraternize for a time with this great and growing sister republic. The last sight of land had passed from view during the mid-watch, and the following morning the fleet was steaming toward the Strait of Magellan, surrounded by a great circle of unobstructed horizon. The pleasures accompanying the visit to Rio de Janeiro remained with all in memory only, as preparation was religiously continued for the one great event toward which the fleet was steaming in Magdalena Bay, the event of target practice, the harvest of the year's preparation at which every man works with the greatest zeal.

Death again visited the fleet on the 23d, when F. A. Tew, oiler on the Maine, died of peritonitis, and on the following morning the solemn ceremonies of committing his body to the deep were performed, while all ships hove to with flags at half-mast.

On Sunday the fleet was steaming about eight hundred miles off the coast of Uruguay, opposite the mouth of Rio de la Plata. It was known that the Argentine Republic was to have sent a squadron to receive the fleet in this latitude, and shortly before noon Admiral Evans dispatched the following wireless message:

"To Rear Admiral Oliva:

"Fleet eight o'clock latitude 35 degrees 35 minutes S., longitude 52 degrees 40 minutes W., steaming south 31 degrees W., magnetic, speed ten knots. EVANS."

Two hours later the wireless operators in the fleet received the following in reply: "To Rear Admiral Evans:

"The Commander of the San Martin Division of the Argentine Navy salutes

Rear Admiral Evans, his officers and men, and transmits to him the position of the Argentine Division, ordered to meet him, as by dead reckoning 36 degrees 56 minutes S., longitude 53 degrees 41 minutes W. HIPOLITA OLIVA."

Other messages were exchanged between the two Admirals which showed the ships drawing steadily nearer to each other. About nine in the evening streaming lights of four ships were reported off the starboard quarter, and during the night they drew nearer, until by the light of day they were recognized as four men-of-war, painted black, flying the ensign of the Argentine Republic. These proved to be the San Martin Division of the Argentine Navy, comprised of the cruisers San Martin, flagship of Admiral Oliva; the Belgrando, Buenos Ayres and the Nuevo de Julie. Steaming at a speed of twelve knots, the Argentine cruisers slowly overhauled the American battleships. All rails were manned, national airs of the two countries were exchanged, and the ceremony was one impressive indeed, one unprecedented in naval



DAILY EXERCISE. DOUBLE TIME.

history. As the San Martin drew abeam of the Connecticut, salutes of thirteen guns were exchanged between the Admirals, followed by a national salute of twenty-one guns, which was fired as the Argentine squadron changed direction to the westward.

As the fleets separated Admiral Oliva asked Admiral Evans if he could be of service to him in transmitting any message to the United States. Admiral Evans availed himself of the courtesy extended, and requested that a brief message be sent to the United States stating that all was well with the fleet. The two fleets thus met. Figuratively, they communicated with each other messages of fellowship and good feeling between two nations with no verbal communication from deck to deck. They had shaken hands, official calls had been paid and returned, and each had wished the other a pleasant voyage. At the time of separation the Argentine squadron had reached a point quite south of its home port, Buenos Ayres, and as the two fleets steamed almost in opposite directions they were soon hull down to each other on the horizon.

The cruise of the fleet had brought it through a complete change of four seasons. Leaving Hampton Roads in the winter, the fleet steamed through spring in the course of a few days. Spending a hurried summer in Trinidad and at Rio, they were now rapidly changing their season to autumn as they steamed into the southern latitudes. The mercury continued to drop, and the uniforms which had been white from the time the fleet had crossed *Cancer* were, on the 28th of January, neatly folded and stowed in the bottom of clothes bags as blue was again brought to the top. Foggy weather was again encountered on the 29th off the Patagonian coast, and during the day the position of ships was known to each other only by the sounding of their call letters on the whistles.

At 8:30 on the morning of the last day of January Cape Virgin was sighted off the starboard bow. Solitary and weather-beaten stands the lighthouse on the point of this cape—a low flat rock, void of the least vestige of shrubbery, receding



SUNSET IN POSSESSION BAY.

from the mainland to a slight elevation. It is seldom that this point of land is not enveloped in mist or fog, and the condition of the rocks shows the violence of gales and the fury of the sea. It was at this point that the microphones conveyed to the ever-listening ears of the wireless operators the following message:

“Welcome American squadron distinguished.”

The message was not signed, but well was it known to have come from the Chilian wireless station, for the fleet was then cruising in Chilian waters. Within an hour from the time that Cape Virgin was sighted land was seen on the port bow, and before noon the fleet was well within the mouth of the Strait of Magellan. Continuing on its way until four o'clock in the afternoon, the fleet dropped anchor in Possession Bay to await the dawn of the following morning and the change of tide.

Having listened to the tales of the old-timers, those recently having survived the initiation of the Ancient Order of the Deep stood on the forecandle as the fleet

entered the Strait, anxious to see the great whirlpools which, as the stories have been told, have sucked great ships down to the bottom. But they were surprised here to find the vast extent of water which lay before them in Possession Bay. They were, however, soon to see the stories partly realized, even though the mythical gale did not appear to lift the ships bodily from the sea nor the great sea-serpents foul the propellers.

At four o'clock on the following morning the anchors were up and the fleet continued on its course. Gradually the land on either side seemed to draw together until it met ahead of the ships, forming what appeared to be a landlocked bay. Yet the passage was there, which did not become apparent until the fleet had advanced to within a short distance of it. On either side the rock-bound borders of the narrows extended a most unwelcome and uninviting exposure to the fleet as the course led into that tortuous, serpentine way, ever shifting in order to avoid the sharp spears



RAPID TRANSPORTATION IN PUNTA ARENAS

of rock which occasionally protruded through the water. The second narrows had been passed when the Chilian cruiser *Chacabuco*, from Valparaiso, with the American Minister on board, met the fleet in Broad Reach. Across this inland sea, the *Chacabuco* accompanying, the fleet steamed, and exchanged salutes. At 11:30 the *Yankton* came out to meet the fleet, and while exchanging communications with the *Connecticut* all the ships hove to. It was noon when the last point was rounded, revealing the little city of Punta Arenas not far in the distance. Little more than a small village, Punta Arenas, built of corrugated iron, offered little contrast on the shore line with the mountains behind, on which, although it was midsummer, the snow had not departed. Between the snow line and the white settlement a belt of what had been timber, but now charred and black from the effects of the forest fire, stood in odd contrast between the white houses of the village and the snow-capped mountains above.

The entire population of Punta Arenas, doubled at the time of the arrival of the fleet by people in outlying vicinities, numbered far less than the population of the visiting fleet, and it was unquestionably a fact that the entire population had gathered along the waterfront and on the pier to watch the arrival of the fleet and to extend a hearty welcome to their newly arrived guests on that first day of February, 1908, when at 1:15 in the afternoon the anchors of the sixteen big battleships dropped into the blue waters to a depth of thirty fathoms. The hills echoed with salutes which were exchanged between the Chilean ship *Chacabuco*, the British cruiser *Sappho* and the American Flagship *Connecticut*.

The next day was Sunday and the ships not engaged in coaling sent large liberty parties ashore. There was little, however, for them to do except stretch their legs, for the city, outside of its one main thoroughfare leading to its one park, offered little of interest to the men who had but recently enjoyed such a varied program of entertainment and scenes. None the less cordial, however, were the people of Punta



COALING SHIP AT PUNTA ARENAS.

Arenas in their reception of the fleet, even though they lacked the facilities of the capital. They could extend the same hearty welcome that would have been accorded the fleet had it stopped in Valparaiso, for they were Chileans, and in their welcome to the ships they were but reflecting the sentiment of the Chilean government.

To those who had traveled much in Spanish settlements and colonies, Punta Arenas seemed a strange contradiction to all they had seen before. It was hard to picture a Spanish settlement or a Spanish speaking people in a latitude where garments other than the *commesita* are necessary to keep out the cold. The Spanish language, outside of Spain, immediately associates itself with the tropics. Here in this southernmost city in the world the people are possessed of the customs of the tropics without the climate of the tropics to sustain them. The two conditions seem strangely contrasted. Were it not for the fact that pea-coats were uniform, Punta Arenas would bear the appearance of a pineapple country, instead of a glacier-

bound country exporting furs. Punta Arenas is nothing short of a tropical city in an antarctic setting.

It would not have required a very thorough investigation to learn the truth of the statement that men from every navy in the world may be found at Punta Arenas, men who have deserted their ships for various reasons and cast their lots with others of their class, and having become accustomed to the peculiar climate and customs of the people, prefer to remain there and pay rent than to move. Besides, it is no small affair to move from Punta Arenas to New York, Paris, London, or any other part of the world where things really happen. The long arm of the law seldom reaches clear down below the fifty-third parallel, and to those who are refugees, whatever may have been their past, there comes peace of mind in Punta Arenas, preferred to the everlasting watchfulness and anxiety in little old New York. Why speculate on the past history of the strangers one meets in Punta Arenas, and why



PUNTA ARENAS: ATLANTIC FLEET IN THE HARBOR.

attempt to disclose their past identity? Let us keep our conjecturing to ourselves and ask no questions. Though some may have stepped from the paths of right, though they may have side-stepped justice, they are not all bad.

Punta Arenas is as near an approach to a galvanized city as will be found anywhere on earth. The buildings are almost entirely constructed of galvanized iron, though an occasional house may be built of wood the roofs without exception are made of this corrugated material. Therefore, a bird's-eye view of the place is distinctly metallic. The old-timer had canvassed the ships thoroughly with his stories of the great value of furs to be found in Punta Arenas. It was, therefore, the first errand of the liberty parties to seek the fur stores. There was no attempt, probably, on the part of the tradespeople of Punta Arenas to be humorous, but it did seem exceedingly humorous to Jack, as he landed at the dock and there saw prominently displayed a sign, evidently erected by the chamber of commerce, which read in

English: "SPECIAL PRICES FOR THE FLEET." That settled it for the men, for they had been confronted both at Trinidad and at Rio with prices which had been made especially for the fleet. It is the same lemon handed to the American bluejacket in all parts of the world, but it seemed that the people of Punta Arenas were quite generous in placing him on his guard immediately he landed. When it came to bargaining for furs in the several stores, it was discovered that a little judicious eloquence would bring the price of a guanaco from twenty-two dollars down to sixteen dollars. This almost made it positive that their prices were special for the fleet.

To the humorist probably the most vivid impression at Punta Arenas was left by furs, fleas, children, and whiskers—the furs in the stores, children in the streets, whiskers on all of the men, and fleas everywhere.

At the time of the arrival of the fleet summer was just on the decline and preparations were being made for the long, cold winter. The sheep were being brought from the mountains where they had followed the snow line as the summer verdure had crept up the mountain sides, and the old prospector and miner was preparing to return to his winter quarters.

It is so seldom that real Americans visit that unfrequented route of travel that the few people there who claimed the protection of the American flag were most heartily glad to see the great white ships and to watch them as they unfurled the Stars and Stripes each morning at eight o'clock during their stay. The days were long and the flag waved in the oblique rays of the sun long after the people at home had gone to bed. If the tales of the miners and prospectors be true, the time will soon be when stampedes will be inaugurated to the Strait of Magellan gold fields, and Alaska will be forgotten as the great gold-bearing frontier of the world. One old American, grizzled and gray from years of exposure, verified his claims as to the wealth of the mountains about Punta Arenas by dividing the contents of a heavy poke among a crowd of sailors, who listened to his tales with the remark: "Punta Arenas for me when my cruise is up!" Trappers find profitable occupation in this section of the country, and stored in their possession at the time of the arrival of the fleet were thousands of valuable furs which they were holding, waiting for an opportunity to ship them. The arrival of the fleet was opportune for the trappers and traders in skins, for among the men of the fleet they found ready purchasers, and other articles in the way of curios with which the few shop-tenders were supplied were sold within an hour of the landing of the first liberty parties.

The fleet remained for six days at Punta Arenas, but these were busy days, divided between coaling the ship and swinging ship. On the evening of the 7th at eleven o'clock the entire fleet, including the torpedo flotilla, which had arrived on the afternoon of the 4th, weighed anchor and proceeded on the voyage.



Chapter VII

THROUGH THE STRAIT OF MAGELLAN. THE REVIEW AT VALPARAISO: THE FLEET VISITS PERU.

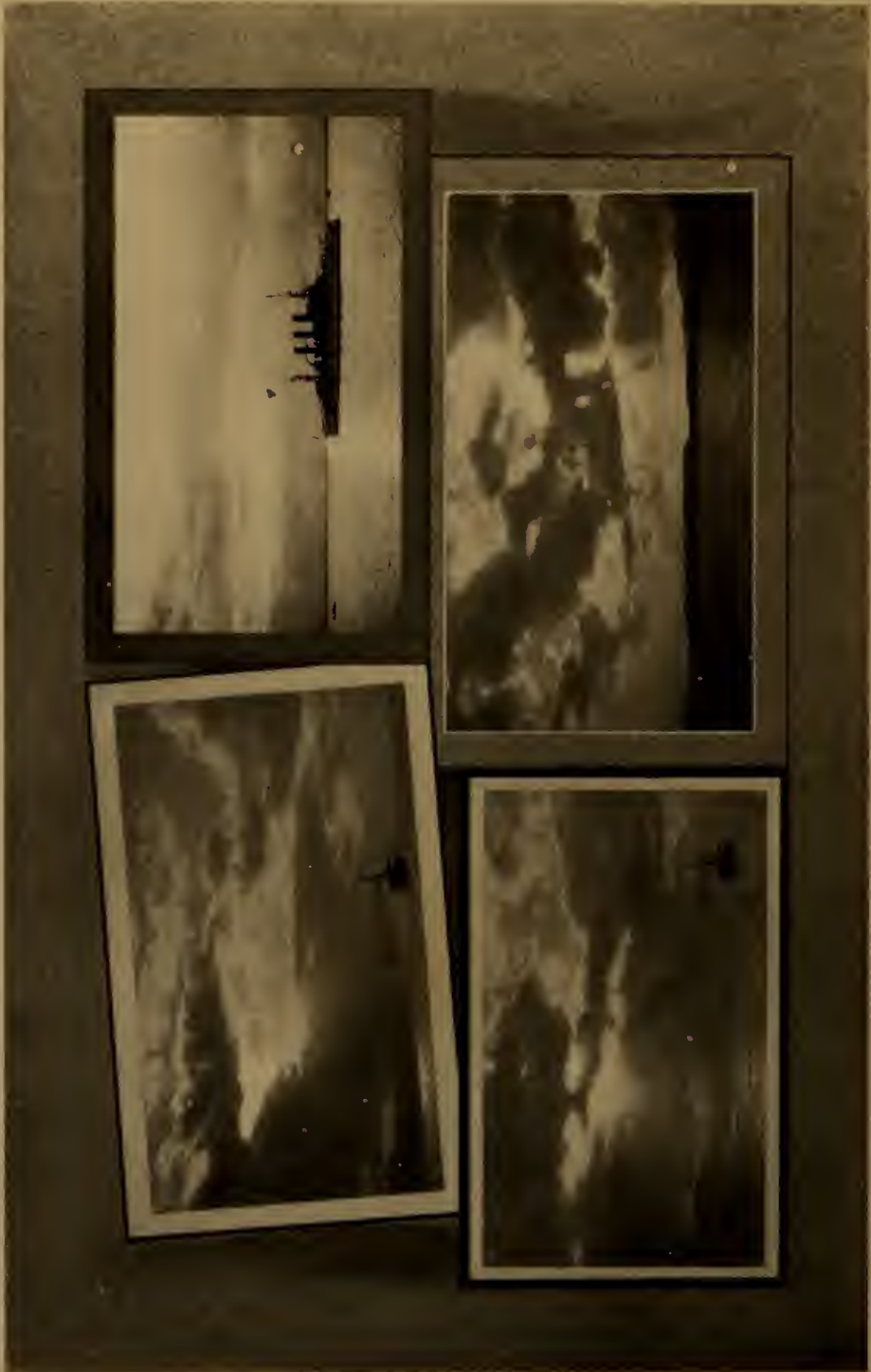


HE sailing of the fleet from Punta Arenas was delayed for two days. As the hours crept on after the original time for departure had passed stories were circulated through the fleet that they were waiting for the mythical and mysterious "Captain Green," who was coming from somewhere, probably in an airship, to pilot the fleet through the Strait of Magellan. Nobody in the fleet knew who "Captain Green" was until they had received the mail in Rio de Janeiro and read in the various service papers bits of caustic protest against the humiliation about to be inflicted on the service by placing the pilotage of the fleet in the hands of this "rank outsider." The phantom pilot did not appear in Rio de Janeiro according to schedule, of which the newspapers knew more than the Department, so a lookout had been kept for the "Flying Dutchman," which might have had "Captain Green" aboard. No one in the fleet seemed to worry, even at Punta Arenas, when "Captain Green" did not put in an appearance, and navigators busied themselves with their charts, without giving the matter further than a commonplace thought.

It was at eleven o'clock on the evening of February 7th that the fleet got under way, and in the pale twilight of that long antarctic day the galvanized city faded from view before the intervening walls of the crooked strait were reached. It was practically daylight all the time and the sun, rising the following morning at four o'clock, saw the fleet steaming at intervals of four hundred yards, with eight hundred yards between each division, extending in a column little short of five miles between the Connecticut at the head and the Panther in the rear. To thousands of people such a sight would have been an inspiring one, but to the fifteen thousand men there who saw it it seemed nothing more than a commonplace event, just sixteen ships ploughing along through the Strait of Magellan. The scenery along the strait is more than grand, it is stupendous. Glaciers can be seen extending back from the water's edge for miles, and the pinnacles of rugged rock rear their heads clear beyond the clouds. Tierra del Fuego on the south offers a bleak and uninviting shore; but what a scene it was to those fifteen thousand men, steaming along on those sixteen great, comfortable ships, supplied with the luxuries of home, with refrigerators stored with fresh meat and vegetables, and two big supply ships following in the rear to replenish them when they became empty.

How changed is the scene of today when compared with that of 1520 when Magellan, in his poorly equipped sailing vessel, coping alone with a crew of mutinous men, hungry and almost without food, fought his way through these same waters, seeking the passage which he subsequently followed. Little beauty could be seen by those mariners in the snow-capped peaks, in the rugged cliffs of the granite mountain, or in the glacier-filled ravines.

No less than majestic was the passage of this great white fleet through this solitary portion of the world, where not a soul waited on the hill-tops to greet it as it passed. Tierra del Fuego, the land of fire, shone resplendent in the morning and evening sun as the snow-capped peaks seemed to burst into flame when crimsoned



SCENES IN THE STRAIT OF MAGELLAN.

by the shining rays. Never again, probably, will such an excursion be brought through the Strait of Magellan, and it is certain that never before had this lonely passage seen such a pageant.

True, there were dangers on every hand from rocks and shoals, but the navigators of the fleet looked upon the task of bringing their charges safely through the waters in a very commonplace light, even though at times the fog fell thick, hiding both shores. Then the navigators had the worst hours of the passage, but it did not disturb their peace of mind, nor would it have done so had the string of battleships been twenty miles instead of but five miles in length. The only possible chance of accident, however, came from a breakdown of the machinery. But sixteen powerful ships are not going to steam from Hampton Roads without mishap, and then break down at the only critical moment in the voyage, in spite of the fact that such is the description in story books.

Cape Pilar was cleared, and by eight-thirty in the evening the rolling motion of the ships told plainly that the strait had been passed and again the fleet was on the bosom of the ocean, soon to change its course to the northward and steam into summer. Nothing of great importance occurred during the next few days, other than that Morris-tube drill and "ping pong" became more popular, and gun drill exercises became more strenuous in anticipation of the target practice which awaited the fleet on its arrival at Magdalena.

On the afternoon of the 13th the fleet passed the cruiser Chicago on its way to New York from San Francisco, after having been in Pacific waters for three years. It did not take the Chicago long to advise the steam fleet that she was homeward bound, for her long pennant was broken from the main and kept flying in the breeze from the time she hove in sight until she was separated from the fleet beyond the searching gaze of telescopes. At the time the Chicago cruiser was met the Chilian cruiser Chacabuco was accompanying the fleet, and the cruiser saluted both Admiral Evans and the Chilian admiral.

Chili had wanted the fleet to call at Valparaiso. The Chilian people desired to extend to the fleet the welcome of the capital to show that the animus of the past had been buried and that now the two nations lived in harmony and good fellowship, and were willing and glad to extend the hand of welcome in their land to Admiral Evans today, though he was the man who but a few years ago landed on the same shore, then threatening and in a warlike attitude. But though the people of Chili wanted the fleet to stop at Valparaiso, the schedule was such as to make it impossible. Admiral Evans, however, promised by wireless to show the great fleet to the people of Valparaiso, naming the hour at which he would arrive. On the morning of February 14th the fleet had proceeded to a position so advanced that to have continued the same speed would have brought it into Valparaiso ahead of schedule time, thus probably disappointing many who would not have arrived in the capital until the hour previously designated. Engines were then slowed down in order that the schedule as announced might be carried out.

All Valparaiso, and thousands of people from other cities in Chili, as well as many of the people from the little villages of the Andes, had thronged to points of vantage to witness the passage of the fleet. President Montt and his cabinet came out from shore on the training ship General Baquedano to greet the battleships, and almost the entire Chilian navy exchanged salutes with them as they swung around Carumilla Point and into the bay of Valparaiso in column, headed by the Chilian



THE RUGGED COAST IN THE STRAIT OF MAGELLAN; THE GLACIER FACE OF TIERRA DEL FUEGO.



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STEAMING THROUGH THE HARBOR OF VALPARAISO, CHILI.

Chacabuco and five Chilian torpedo boat destroyers. The American column, headed by the Connecticut, came sharp around Caraumilla Point shortly after one o'clock in the afternoon of February 14th, steaming into view of the thousands who had climbed to observation points as early as six o'clock in the morning in order to get a good view of the unprecedented spectacle. The president and his party took a position well out in the harbor, and the fleet swung in at a speed of four knots, firing the presidential salute as they passed into view, with all rails manned.

The city of Valparaiso presented a beautiful picture to the fleet as it steamed through the harbor. The red clay of the hills was covered with the multitudes and the gay dresses seemed to carpet the hillsides which rose tier on tier behind the city. A holiday had been officially declared in Valparaiso and the city was decorated in red, white and blue, the colors of both Chili and the United States. Shouts of enthusiasm were wafted over the harbor from the thousands of people gathered on



THE CHILIAN TRAINING SHIP GENERAL BAQUEDANO.

The ship is dressed and the rails and yards manned; President Montt and his staff are on the bridge watching the fleet pass through Valparaiso harbor.

the waterfront and on the hill-sides, but this was drowned by the noise of saluting guns as the Chilian fleet was broken at the main on all of the American ships. The bay was full of small craft and excursion boats crowded with people who had come for a closer view of the fleet as it passed. The General Baquedano lifted anchor and escorted the fleet well out of the bay on its northward course.

As the fleet entered the harbor on the face of a prominent hill a battalion of Chilian sailors, in white uniform and contrasted against the green, had arranged themselves in the form of great letters, spelling "Welcome," and as the fleet was leaving the harbor they rearranged themselves, forming the word "Farewell." It was a touching scene to Admiral Evans, as he compared the difference in his reception now and that which was accorded him but a few years ago, when he steamed into the harbor cleared for action, threatening to "blow to — the first boat that scraped the paint off his boom." It was a full hour from the time the Connecticut rounded

Caraumilla until the last vessel had passed the president's ship and turned to the open sea. It was a review such as had never before been seen in Valparaiso, and one that will be remembered long by the people who had come for miles to see it. The ships in the harbor and the buildings of the city were dressed for the occasion. The roofs of the *Bolsa Commercial*, with its two huge towers, the custom house, and a large warehouse and other buildings along the circular waterfront were crowded with spectators during the entire scene, and the enthusiasm of the Chileans was almost boundless. During the passing of the fleet in and out of the harbor over twelve hundred shots were fired.

On the morning of the 15th land was sighted, which aroused unusual interest in thousands aboard, especially the younger ones, whose memories still retained the vivid stories told in the narrative of Defoe of the adventures of Robinson Crusoe, for the land sighted was Juan Fernandez, the setting for the story which has delighted so many generations of children.



LANDING LIBERTY PARTIES AT CALLAO, PERU.

Anticipating the arrival of the United States Atlantic Fleet, the Peruvians had arranged a reception for the officers and men during their stay at Callao, and the program of the celebration was transmitted to Admiral Evans by wireless from the Peruvian cruiser *Pugnarsifer*. The program was arranged as follows, and after the arrival of the fleet it was carried into effect in accordance with the arranged schedule:

February 21—Visit of the Commander-in-Chief or his representatives to Minister of Foreign Affairs and the President of Peru.

February 22—Banquet by the President of Peru to the Commander-in-Chief, flag officers and two hundred officers of the fleet.

February 23—Grand ball at Callao.

February 24—Bull-fight for six hundred officers and three thousand men of the fleet by the Peruvian government.

February 25—Garden party by the United States Minister.

February 26—Garden party at Exposition Grounds by the municipality.

February 27—Return of official dinner by the Commander-in-Chief.

This message was received by Admiral Evans and transmitted to the fleet two days before the fleet arrived in Callao, allowing much time for anticipation.

On the afternoon of the 19th of February the Peruvian cruiser *Bolognesi* joined the fleet for the purpose of escorting the ships to the harbor of Callao. It was quite misty on the following morning, yet in the early hours the high, rocky mountains were sighted, marking the outlines of the harbor of Callao. Passing the jutting rocks which border the shore, the fleet steamed in column, following the Peruvian cruiser, but at the signal from the flagship the formation was changed as though the ships, accustomed to entering ports of this sort, knew just what to do and but awaited the time to do it. With the firing of the national salute with the Peruvian ensign on the main, the ships came to anchor.



ADMIRAL EVANS' GASOLINE BARGE AT CALLAO.

Coal ship, that was the first thing to think of, and even if the sun did shine in its pitch-frying glory nobody seemed to care; in fact, coaling looked about as good as liberty in Callao.

The cruise of the fleet offered a grand opportunity for the study of various styles of entertainment in South America. They all have their way. But, what's the use? One place is the same as the other from one point of view when a fellow has his destination staring him in the face—one great round of pleasure, the kind he likes, where he can ask for what he wants and get what he asks for.

The Peruvians had sent a representative to Rio de Janeiro to see how the American sailors acted and to learn what form of entertainment would please them best. Smothered with attention, drowned in hospitality, or swamped in a sea of kindness probably describes the condition of the people of the fleet during their stay in Peruvian waters. Hospitality? It was everywhere, and courtesy and attention pervaded the atmosphere; but— Well, just but.

Detailed to attend a ball where pretty señoritas danced to soft music and the tropic breezes brought quieting thoughts and sweet perfume; yet, just think of it, there were some whose bumps of appreciation were so poorly developed that they actually kicked, and that wasn't fair.

The people of Peru did everything in their power to make the visit of the fleet a pleasant one both for officers and men. Their aim was to outdo the people of Brazil. The spirit was willing, but the flesh was weak.

Callao presents a scene which excites sympathy from the visitor. It has been the scene of horror upon horror since the days of Pizarro—war, battle, strife, famine and destruction by earthquake. Today the city seems to stand only through sufferance. Gathered in the harbor will be seen at all times of the year ships flying the flags of all nations, rotting, many of them, while "on the beach" will be found their crews, men picked up in all parts of the world and there stranded. There was many a man



FRUIT VENDERS AT CALLAO, PERU.

in Callao "on the beach" at the time of the arrival of the fleet who looked at the big ships as they dropped their anchors in the harbor with the prospect in sight of getting something to eat when the men came ashore. Some were bums and some of them were worthy, but between them the bluejacket does not discriminate. His heart is too big to study the hair-splitting points in human nature, and he allows no man to go hungry.

Quitting Callao after a very short inspection, the liberty parties availed themselves of the two means of transportation offered to Lima, and there they found things a bit more in keeping with the ways of civilization and sanitation, though there are yet many improvements to be made. The antiquity of some of the buildings impresses the antiquarian. Frequently may be seen the old structure of three centuries ago standing beside the building of today. North of the Plaza Mayor, in the center of the city, stands the old cathedral built in the days of Pizarro, while adjoining,

it are the government buildings. This old cathedral has silently witnessed the wars, riots and desecrations of over three centuries, while the bullet-scarred walls and doors as silently tell of the scenes it has survived. Peru was then the great El Dorado. Pizarro robbed from the Incas to adorn the wonderful cathedral, and later the spoilers were robbed during the Chilian invasion, and millions in gold and silver were carried from the church. In a chapel, an institution of the cathedral, rest the remains of the cruel and ambitious Pizarro, the man who founded Lima. The body rests in a glass and marble casket, open to the gaze of the public.

Naturally Peru is rich, but politically it is poor. Its gold and its silver have for the last three centuries gone to other parts of the world, gone to enrich others. Much of the individual incomes of the people of Peru is spent in the support of the church. Upon the population of Lima, a population of one hundred and fifty thousand, depends the support of one hundred and twenty-six Roman Catholic churches.



PLAZA MAYOR AND CATHEDRAL, LIMA, PERU.

This cathedral was founded by Pizarro in 1535, destroyed by earthquake in 1746 and rebuilt on its old foundation.

Bull-fighting is the national game, sport, or whatever one may care to call the bloody circus that a bull-fight is. It was into a great bull-fight that the people of Lima threw all the force of their entertainment in honor of the visiting fleet. Three thousand men of the fleet were met at the landing in Callao on the 24th of February by an escort of six bands of music, and conducted to the railway depot, where six trains were waiting to take the men, the guests of the Peruvian Government, to Lima. There were many to whom the term bull-fight did not appeal; these sought recreation elsewhere. Those who did not care to follow the band wagon sought other means of transportation to the scene of the bull-fight. There was no possibility of one being lost, for everybody was traveling in the same direction, and to reach the bull-fight one had only to throw one's self into the human tide which drifted but the one way. This was a great event, at which the President of Peru was the host and the people of the United States fleet were the guests. The guests arrived

first, and undoubtedly the arena was never before looked upon by a larger audience; yet, when the bloody *fiesta* ended, it was attended by the smallest gallery before which a toreador ever bowed in Lima.

When all was ready for the start the President entered his box accompanied by all the pomp attending the appearance of the Mikado. As he entered three cheers were given by the American sailors, and with that ended the outward display of enthusiasm from the quarter of the amphitheater occupied by the navy.

Strange it is why we should remember so vividly the horrible. Although the entire stay of the fleet was marked by gay receptions, balls and dinners, the thoughts of the bull-fight seem to have drowned the memories of the other things; and it was the bull-fight that characterized the celebrations attending the visit of the fleet to Peru.

When all were waiting the toreadors entered the ring, acknowledging the applause of the audience first by a bow to the President and then to the right and the left.



AMERICAN SAILORS AND PERUVIAN SOLDIERS AT CALLAO.

Then came a team of four horses that were attached to a two-wheeled truck. These were driven several times around the arena.

"What kind of a chariot race is that?" inquired the sailors.

"That is the rig they have for taking the bull out of the arena as soon as he is killed," they were informed.

"Then this is a cut and dried job, where the poor bull plays second fiddle. The bull is up against it from the start. This is all a one-sided affair. It isn't a square game." These were a few of the remarks provoked from the sailors when the one finale of the game was paraded before the game started; and from that moment the benches in the sailors' quarters offered seats for others.

From the Peruvian point of view it was a great fight or rather series of fights, for six bulls had been provided, one to be killed for each of the four visiting United States admirals, one for the officers of the fleet, and one for the enlisted men. The sentiment attending the killing of the six bulls did not appeal strongly to those in whose honor they were sacrificed.

The first bull was released. Coming from a darkened pen, for a moment he seemed dazed by the light and the scene with which he was confronted. It was a new game for him, but an old one to his opponents. Instinct is all he had to guide him, and instinct that every moment led him into danger and torture at the hands of the toreadors.

Bull's blood is not enough to satisfy the thirst for gore, so several superannuated horses are ridden in front of the bulls to be disemboweled for the edification of the audience by the savage horn thrusts of the infuriated beasts. The toreadors attracted the attention of the maddened animal by the waving of the ever-hated red, toward which with lowered head the bull charged, only to find that as he went to strike his foe the banderillero had side-stepped and thrust the piercing banderillas into the bull's neck, increasing his pain and anger. At one time a bull rushed at the banderillero, who thrust two long banderillas deep into the animal's neck. To the



STONE BRIDGE ACROSS THE RÍMAC, LIMA, PERU.

end of one of these spears was attached an American flag and from the other floated the Peruvian ensign. This brought cheers from the Peruvian side of the house, but silence from the sailors, who could see no occasion for patriotic enthusiasm. Wounded, bleeding, suffering, exhausted, the poor bull seemed to plead with the matador to end it all, for his fate was sealed and the sooner it was over the better. A bugle called the matador into the ring, when he stepped in front of the President and asked permission to kill the bull. Permission granted, the matador stepped into the middle of the arena. The animal quivered, and his flanks heaved from labored breathing. Still aroused by the flaunting red cloak, the bull made one more feeble rush for the matador; but this he avoided, and finally, reaching over the horns of the bull, as his head was lowered, the matador drove his sword to the hilt between animal's shoulders, reaching the heart. As the long weapon was withdrawn it was followed by a stream of blood, the sight of which sent the crowd into hysterics



THE GREAT BULL FIGHT AT LIMA, PERU.

of shouting: "Bravo, matador, bravo, bravo!" The several bands played a variety of music at the same time; people shouted, throwing their hats and money into the arena before the feet of the toreadors, banderilleros and the matador. The four-horse team galloped into the ring and dragged the "vanquished" bull from the arena. Thus the six bulls were killed.

The national sport of Peru did not suit the tastes of the American bluejackets, and even though they were guests of the nation they did not consider that courtesy demanded that they remain to see the finish of a circus so bloody and disgusting. So, silently, one by one and in bunches, they left the scene without word of apology or excuse to the President.

"There's nothing square about that game. The poor bull comes into that ring to die, so what the — is the use of watching it?" These were the words of many.

"I'm glad the bull got one of them," was the remark of more than one man as the liberty parties returned to the ships.



A BUNCH OF LIMA LLAMAS.

One feature of the stay that appealed mostly to those who cared to see things was the excursion to Little Hell Bridge, a distance of eighty miles from Callao by rail at an elevation of eleven thousand feet. The construction of this road has been a wonderful piece of engineering. As the train labored around the curves, ever climbing higher and higher, many of the excursionists became afflicted with mountain sickness, and their ears began to ring with peculiar sounds as the lighter atmosphere was reached. The scenery was grand, stupendous, but it was hardly what an artist would call beautiful. The great crags around, over and through which the train passed were void of trees, as though nature in the original construction of things had forgotten to place the finishing touches to the scene. Looking up from an elevation of eleven thousand feet, the great Andes Mountains still towered to the heavens, and, though in the tropics, the frost-laden breeze seemed to fall from the heights above. The natives seemed to take pride in telling the sailors that the great feat of engineering in the construction of the railroad was accomplished by American engineers.

The electric cars which run from Callao to Lima are American built, and to many of the men from the fleet this bit of America seemed good to them. One man spent his entire liberty riding in the cars, because he said that it reminded him so much of home.

The money of Peru is "Mex," and one gets a lot of it for an American ten-dollar gold piece, so much of it, in fact, that the first desire is to get rid of it. This probably accounted for the many things that the liberty parties brought back with them to the ships. Lima was pronounced by all an excellent place to buy souvenirs, and a great variety of things was purchased for those at home. The stock in Panama hats was completely exhausted during the stay of the fleet; the jewelers were busy selling their odd jewelry, while the native parti-colored scarfs and hand-drawn needlework found ready purchasers among the men of the fleet.

On the 19th the Peruvian cruiser, Colonel Bolognesi, met the fleet at sea and escorted it into Callao, Peru, where it arrived on the following day, sixty-five days from Hampton Roads.

While the fleet was in Callao the American minister to Ecuador, who was then in Peruvian waters, reported to Admiral Evans that the Norwegian bark *Alexandra* had been wrecked on the west coast of Indefatigable Island on the 20th of May, 1907. The captain and eight of the crew survived on the island until October 28th of the same year, subsisting on turtles. Late in October the captain decided to move to a more southerly point, where he thought the chance of being picked up by a passing vessel was better. There was an American, Fred Jeffs by name, who had shipped on the *Alexandra* at Newcastle, Australia. At the time the captain decided to move Jeffs was ill with pleurisy and refused to take the chance accompanying a long journey, believing the possibility of rescue to be as good in one place as another. The judgment of the captain proved the better, he and his crew being picked up shortly after at a place called Puerto Aquado. The captain of the rescuing ship declined to go for Jeffs, claiming that the approach to the island was dangerous, and he did not care to risk the lives of his men or endanger his ship.

The castaways were landed at Guayaquil, Ecuador, where they informed the authorities of Jeffs' plight. Jeffs being an American, they advised the American minister, who in turn informed Admiral Evans. On the 1st of March Admiral Evans dispatched the *Yankton* to the Galapagos Islands. Indefatigable Island was located, and the crew of the *Yankton*, under Lieutenant Gherardi, made a thorough search, camping ashore and penetrating the interior of every place that human life seemed possible. Guns were fired at day and rockets by night, while searchlights were kept continually at play. During their search they found an old, rusty razor with the name Jeffs on the handle, but the owner could not be found. It was reported that a ship had visited the island recently, and that Jeffs had probably been rescued, although nothing had been heard of him since his comrades left him last October. The *Yankton* left the guides on Chatal Island on the 7th and started for Magdalena Bay.

Chapter VIII

FROM CALLAO, PERU, TO MAGDALENA BAY.



TEN days in Callao offered ample opportunity for "doing" the capital of Peru and its seaport metropolis, even after deducting the time spent in coaling ship. The desire to get to work at target practice had seemed to absorb all hands, and there was no mourning when it was announced that the fleet would sail on tomorrow morning.

At 9:30 on the morning of February 27 a twenty-one-gun salute was fired as the President of Peru, with his Cabinet, stood out into the bay on a small yacht on his way to the cruiser *Almirante Grau*, which immediately got under way to escort the American fleet from the harbor. It was 10:10 when the column of battleships was under way, following in the wake of the *Grau*, while beside them steamed all sorts of launches and small boats loaded with the people of Callao and Lima to bid farewell to the men who for the past ten days had been their guests. At the entrance of the harbor the *Grau* stood off the course and the fleet steamed by in review; the rails of each ship were manned as it passed, and a parting salute of twenty-one guns was fired as the fleet proceeded to sea.

As the column was getting under way the *Georgia* hoisted the signal "Man overboard." Lifeboats were lowered as the *Georgia* left the column. In seven minutes from the time the alarm was given the man was recovered and the battleship again under way. Taking a position in the rear of the column, the *Georgia* thus left the harbor, taking her original position as soon as the column reached the open sea.

The fear of being "detailed" to represent the United States of America at a Peruvian dress ball had now passed. The necessity of "shirking" the opportunity to drink to the health of presidents, ambassadors, ministers and admirals at honorary banquets was a thing of the past. The ward-room and the steerage breathed in a freer atmosphere as they laid away their full dress and dinner jackets and as substitutes broke out their dungarees.

"Now for business; that's what we've come for." This was the watchword of all hands, as the "ping-pong" developed into a veritable Fourth of July celebration every day.

Conversation was of nothing but target practice, both forward and aft, from early in the morning until late at night. Breakfast was served with ping-pong conversation; dinner was garnished with Morris tube argument, and supper came to the tables hot with discussion on the subject of bore-sighting. Enthusiasm reigned and as the fleet proceeded the ships were each rapidly being put into shape to win the trophy. Each gun was ready to take the navy prize and each pointer was on deck to make the highest score. The competition among the men of the United States Navy at target practice is keener than the competition ever seen at any inter-collegiate field day. No team of athletes ever threw such enthusiasm into their training as that which accompanies the preparation for target practice. Target practice in the United States Navy is the greatest sport in the world. People on the outside do not know what it is; they cannot imagine the magnitude of the event. Let us call target practice a sport, and suggest a comparison between the man at a

pigeon trap shooting clay birds with a twelve-gauge shot-gun with the man on the battleship shooting at a target with a gun carrying a projectile weighing twelve hundred pounds. The degrees of comparison between the two sports increase in the same ratio with the increase of the weight of the powder charge and the projectile. The sportsman fires his rifle at a running deer. The navy sport fires his gun while the ship is in motion, yet with his big guns he will make more hits than the sportsman in the mountains. There is more at stake, too, in the navy's sport, which is a condition to be considered. "Only the shots that hit count."

Every one was so busy that the navigators were the only people who had time to notice the bank of fog into which the fleet steamed on the morning of March 4th. The heat was oppressive and the fog was warm. The condition of the atmosphere was like that of a steam-heated conservatory. This, however, had no effect on the regular dig and grind in the preparation for the big event. No one seemed to have felt the equator scrape the keel as the ships passed over the line. Even that event would have passed unnoticed if the navigator had not made a note of it in the log at 11:30 on the morning of March 4th, as the ships were steaming north in longitude 89° 36" West.

The American man-of-warsman is not so prone to object to bad conditions as he is to rejoice when conditions become better. He did not kick in the southern hemisphere as the fleet steamed toward the equator, each day bringing the oppressive rise in the mercury, yet when they started "down the other side" he threw congratulatory bouquets at himself and felt better satisfied with himself and his shipmates as his hammock at night became less like a bake-oven.

There was just a thought of what they were doing over there on the canal as the fleet steamed in the same latitude with Panama, and a suggestion that the fleet return via that route.

An interesting feature of the voyage from Callao to Magdalena was the contest in signaling for the fleet championship. During a contest the two competing ships leave the column and steam on parallel courses about three thousand yards apart. Midway between the two competing ships and a little in advance steams the "hoisting" ship—the ship from which the signals are hoisted for the contestants to repeat. The flags are snapped to the halyards of the hoisting ship and hoisted to the yard-arm as quickly as possible; then aboard the contesting ships there is a lively, interesting scene. One man stands with a glass and sings out to the men on the bridge the letters as they are hoisted to view on the hoisting ship. The flags are quickly taken from their places and snapped to the halyards. So dexterous do the signal men become that in these contests it is frequently the case that before the signal is hoisted on the hoisting ship the signal, duplicated, is on its way to the yard-arm aboard the competing ships. A series of these contests between the ships of the fleet on the run from Callao resulted in putting the Kansas champion of the First Squadron and the Kentucky champion of the Second Squadron. On the 10th of March the two squadron champions, the Kansas and the Kentucky, were pitted against each other in a contest, which resulted in the Kentucky being defeated in a score of twenty-seven to eighteen. The next day the Kansas went up against the fleet champion, the Georgia. It was an interesting contest and a hard fought one. All hands in the fleet who could tear themselves away from ping-pong watched the match, which resulted in the Georgia holding her laurels in a score of twenty-seven to twenty-six.

It is thus that the spirit of rivalry and competition, combined with sport, puts the navy in its state of efficiency. Each man in each division tries to excel the other in drill; each division on each ship works to accomplish a little more than the other; it is the aim of each ship in the navy to carry off the honors in all competitions. Each unit in the great mass that the navy is is training for excellence; and with that spirit so thoroughly incorporated in the navy it is little to be wondered at that it has no desire to play second fiddle to any other navy in the world.

Death visited the fleet on March 11th, when R. Temple, oiler on the Ohio, was taken from his shipmates. The body was consigned to the deep.

The Mexican coast was sighted on the 11th, the great barren sand hills and rocks of which Lower California is made up. Turtles were on every hand, and frequently sea-birds were seen resting on the turtles' backs. It is from this region



THE MAIL BOAT.

Mail bags on the deck of the Culgoa separately piled for each of the big ships at Magdalena Bay.

that the market in San Francisco is supplied with turtles. It is very probable that if those who are so fond of turtle soup were to see the manner of taking the turtles their fondness for that delicacy would begin to wane. The poor reptiles are first speared through and through with a harpoon and taken into boats and to the shore, where, wounded as they are, they are turned on their backs to await the arrival of a steamer, which is frequently two weeks in coming. The tenacity a turtle has of life allows it thus to suffer several weeks before it finds its way to cafes and relief.

Early in the morning of the 12th of March the Island of Santa Margarita was sighted dead ahead, and by eight o'clock the fleet was steaming between the barren

island walls which bound the entrance to Magdalena Bay, that great place of which every man in the fleet had heard so much and which few had seen.

Steaming in column until well within the bay, the fleet divided into squadrons and came to anchor. As the great chains rattled through the hawse-pipes the hills echoed with the sound as though the fleet had already begun some sort of miniature target practice.

Magdalena Bay was one of the ports of call on the itinerary of the cruise where the hills were not lined with anxious, eager multitudes to see the big fleet come in. There were no reception committees waiting at the dock with the golden key of the



MAIL HO!

city. Even the Pacific Fleet had finished target practice and had sailed for the flowery fields of California but a few hours before the arrival of the Atlantic Fleet. There was a welcome waiting at Magdalena Bay, nevertheless. It was not accompanied with a brass band or with bouquets thrown by señoritas. It was a welcome of far more value to the men of that fleet than the flying of flags or the tooting of factory whistles. The welcome that awaited in Magdalena Bay was piled on the deck of the Buffalo in the form of mail bags arranged in sixteen big heaps. It was a case of "first come first served;" and then was there given another pretty example of the navy's competition as each ship tried to get to the Buffalo first with

the launches. Before the ships came to anchor steam was up in the launches; they were swung in the cranes and ready to be dropped into the water at the passing of the word, and from every direction the little steamers shot across the water toward the Buffalo to get the tidings from the loved ones at home. Nothing could be allowed to interfere with such an important event as that of receiving mail. Some of the ships received a load that taxed the capacity of the steamers; in fact, they were all well loaded.

There were no official calls to be made upon the arrival of the fleet in Magdalena Bay. There were no "banquet and ball details" posted in the ward-rooms, and everybody was glad of it.

Dungaree was uniform when the work began.



THE FIRST MAIL SINCE LEAVING RIO.

Launches of the fleet at Magdalena Bay coming alongside the Buffalo to get the mail.

Chapter IX

WHAT THEY DO ABOARD BATTLESHIPS.



HOSE not conversant with navy ways generally believe it is necessary to offer sympathy in overwhelming quantities to the poor sailor who braves the dangers of the deep on our war vessels in making long voyages such as the one here recorded from the Atlantic to the Pacific. In doing so they have in mind the sailors and the ships of long ago. Far be it from my purpose to cause a detraction from whatever may be due the American bluejacket. For, at best, the mere fact of his leaving home and loved ones far behind is sufficient to place him in a position demanding sympathy.

The American battleship of today is far from being the ship of the *Bon Homme Richard* days, and the men who operate it are of a type considerably different from the sailors of the olden times. In fact, technically speaking, they are not sailors in the true application of the word as used in the days before steam became harnessed.

The enlisted men in the United States Naval Service are men taken from every part of the United States. They are men who represent every walk and station in life. Among them will be found men of the most liberal education and means, and, as a whole, the enlisted personnel incorporates probably a more versatile class of men than can be found in any community of corresponding numbers, for to the knowledge of which they themselves have been possessed before entering the service is added the training brought by discipline and service, and the broadening influence of travel.

With the United States Atlantic Fleet on this memorable voyage were fifteen thousand men, we might say the pick of the nation. They were not so isolated as the layman might generally suppose them to have been, for the American man-of-war is a complete institution, and every opportunity will be found aboard for the younger members of the crew to further whatever may be their ambition. There are thousands of men in the service who, at the time of their enlistment, intended to make it their permanent vocation, or profession we might say, in life. There are others, thousands of them, whose sole intention upon enlisting in the service is to gain the experience of travel, taking advantage of the opportunity offered by the service for seeing the world. Though a man may have spent but one term of enlistment in the naval service, he becomes more valuable to the nation, for at any time he will be found ready to answer a call to arms and he will ever be ready to take his place behind the great guns.

It may appear to the layman that life aboard a man-of-war—routine, drill, and work—becomes monotonous. So it would were it not for the fact that the versatility of the men offers for it a remedy. The fleet of sixteen battleships might well be likened to a small city of corresponding population, the government of which, even, is similar. Should the equipment of these sixteen ships have been removed and placed on shore, with it could be established the foundation for a prosperous and thriving city with a population of fifteen thousand.

Stores and provisions are ever aboard in as great quantities as would generally be found in stores and warehouses of any town of corresponding population; the

medical stores and surgical appliances would equip a hospital larger than would be necessary in such a city; machinists, carpenters, bakers, cooks, and men representing every profession, would soon place the wheels of the city in operation. Even the



SCENES ABOARD SHIP.

1. The sick bay. 2. The barber's shop. 3. The commissary store. 4. Making clothes.
5. The shoemaker. 6. The galley.

press could be established, for there are few battleships in the fleet which do not boast the publication of a newspaper, and most of these papers are ably edited. And the fact remains undisputed that farmers enough could be found to populate the suburbs.

Were an American battleship to be cast away on an uninhabited island, the story that the crew would tell would be one far different from that of Robinson Crusoe.

With such material aboard the ship, the suggestion of almost anything in the form of entertainment means no less than its consummation. On every ship there is an organized dramatic company; and, when away from home, even though it be at sea, if a thirst comes for a dramatic performance, it is satisfied by presenting one



WORK AND PLAY AROUND THE SHIP.

1 and 2. A grand march with improvised ladies. 3. Painting scenery for the stage. 4. The splinter net, in position. 5. The engine room. 6. The fire room.

aboard the ship. If a ship be at sea, it is possible only to have in attendance the members of the ship's company; but if in port, accompanied by other ships, general invitations are extended and frequently a performance is presented upon the ship before an audience of three thousand people. These performances are rendered most creditably, notwithstanding the necessity of using exclusively a male cast and the

limited space aboard ship for rehearsals. When the time comes for a performance, a stage is erected on the forecastle, the scenery for which has all been painted by the artists, of which there is never a lack aboard each ship. Many times do the dramatic companies of the ships present their performances ashore, and charities in all parts of the world have thus received substantial aid at the hands of the American sailors.

Aside from the regular enlisted ship's band, there will be found on every ship an orchestra, and some of these orchestras contain as many as fifty pieces. Musicians are not hard to find in the enlisted personnel of the United States Navy. If a man enter the service at a time when he may have been studying music he can always find aboard a battleship a competent instructor, for among members of the ship's bands will be found the best musicians.

The library of each ship is equipped with a supply of literature as complete as that in any library to be found in a city of fifteen thousand population, to all of which there are being added continually the latest and best volumes, which are regularly purchased by the Department from appropriations made for the purpose. Technical



READY FOR A SHOW.
Tent rigged on forecastle for theatre.

volumes especially have been carefully selected, and the books of reference are generally as much in demand in the ships' libraries as are the books of fiction.

There is not one of the sixteen battleships which does not include in its equipment one or more pianos, and some of them have four. These instruments are equipped with automatic playing attachments; but it will be generally found that they are disconnected, for there are musicians among the men who are always ready, when time affords the opportunity, to render selections for their own practice, as well as for the edification of the ship's company. It is amusing to watch the occasional survivor of the days of hardtack and salt horse as he views the conditions in the service today. The evolution has been slow, and reluctantly does he accept it. He has a chance frequently to express his views on the "new navy" as he may hear some younger member of the crew complain at the breakfast table because his steak might be a bit overdone. "Kickin'," says he, "'cause your ice-cream is too cold. You'd been glad enough to get a scrap of salt junk if you'd been shipmates with me twenty years ago. Why didn't your mamma ship a nurse girl with you."

It should not be inferred from the foregoing that the navy is one great playhouse, for it is not. There is no walk in life where such a condition as this exists. There is work in the navy, and plenty of it, but it comes at its time as also comes the time for recreation. The visitor going aboard a ship and seeing such a great number of men seems to wonder what they are all there for, and comparison is immediately made with the merchant ship of the same tonnage, which would require less than one-twentieth of the number of men to operate it. Men appear to be sitting leisurely about the ship, occupied in various personal pursuits. But the visitor does not take into consideration that he is aboard the ship during the leisure hours, at a time when the work is not going on. However, as he



ALL HANDS AND THE GOAT.

is shown about the ship, and sees the labyrinth of passageways and the mechanism of the guns, the machinery, the dynamos, and other stations which when in operation require many hands, he begins to realize that employment can be readily found for as many men as he may have seen at leisure. He even wonders, after the mechanism of the ship has been shown to him, how it can all be operated by so few.

His mind would be disabused of the thought that the navy is a playhouse were he to go aboard during the pastime of coaling ship. I say pastime because coaling ship is a play time for the reason that the men have chosen to make it such. Deep down in the bottom of his clothes-bag every man has a coaling suit. It may be one which has outlived its usefulness for dress occasions; it may be one of the non-regulation type with a collar a half inch too narrow, which has escaped the eagle

eye of his division officer, or it may be one rescued from the confining recesses of the lucky-bag, purchased from the master-at-arms, for the shining of a bunker plate. Coaling suits have histories, every one of them. They are as religiously cared for and as smoothly folded as the best tailor-made blues.

"All hands rig ship for coaling!" That is the first word preparatory to the great event of coaling ship. Then comes a rush to the jack-stays. Out come the contents of bags until the bottoms are reached and the shift is made.

The lack of regulation, the absolute freedom to dress as one pleases, may be responsible for the wave of good humor which pervades a man-of-war during the evolution of coaling ship, the one great dirty job in the navy. Coaling ship reminds one of the little boy who was cheerfully pounding his finger with a hammer.



THE OFFICERS COAL SHIP WITH THE MEN.

When asked why he did it, he replied: "'Cause it feels so good when I quit." Everybody, from captain to powder-monkey, enjoys coaling ship because it feels so good when the job is done.

When a collier comes alongside all thought of routine and regulation is cast to the four winds and a man can appear in any form of a lash-up. A man on one of the ships while coaling at Rio de Janeiro, as the work proceeded into the night, appeared on the scene dressed in an evening suit and wearing a silk hat. His silk hat was but short-lived, however. One or two lumps of coal were thrown a bit too low; and, discretion being considered the better part of valor, the beaver went over the side.

But his evening lash-up survived the job. Everybody, from the executive officer down, gets into the game, except the cooks, and their energies are doubled in the galleys in order to provide more abundantly for the ravenous appetites occasioned by the work. As soon as coaling begins the band comes on duty and from the bridge lively music is rendered, to the time of which shovels are wielded in the lighters and the clinking winches hoist the bags aboard and drag them to the tune of martial music to the points of distribution at the coal chutes. Coal dust penetrates the innermost parts of the ship, filling the eyes, ears, and nostrils of everybody. But what matters that? Officers and enlisted men work alike, and after the process has proceeded but a few moments all are disguised beyond a possible power of recognition. Politicians are brought to life, and nobody escapes the duty of coaling. Competition has made the life of coaling. Every hour the number of tons taken aboard is hoisted by signal from the yard arm, and if it be that two or more ships are coaling at the



FROM THE FORE TRUCK.

Looking down on the turret. A bone in her teeth.

same time all hands work as a unit in an effort to keep the largest hoist flying from their respective ships. The same spirit of rivalry exists aboard each ship, each division trying to outdo the other. When the bunkers are filled and the collier has shoved off then comes what is known in the navy as a "field day." The field day is not a track meet, but in that it requires athletic exertion it is very similar to the field days we read about in college annuals. A field day on a man-of-war is a day when a dirty ship is made clean. Following the coaling the first coat of coal dust is removed with shovels and brooms, followed by an application of the deck hose from stem to stern. With all hands vigorously turned to, it is surprising to note the remarkably short space of time in which the ship is again clean and bright and back to its normal condition, for an American man-of-war is not in its normal condition unless it is clean and bright.

If a person were to think that there were more men aboard a battleship than were necessary for its operation, he should witness the drill of general quarters. Every man is provided with a station for general quarters. Thoroughly to familiarize himself with this station is his first duty. It is interesting to watch the orderly commotion aboard a ship when the general alarm is sounded. It may be in the middle of the night, or it may be during a meal-time; at all events, the alarm is given at a time when no one is expecting it. Were it that the duties of ten or twenty men depended upon one man for its execution, the alarm might be attended with confusion, but as every man has but himself to look out for, but one duty to perform, the entire ship is ready for action in the time that is required for but one man to get to his station. The men whose duties are to unlock magazines have access to the keys, and when they arrive at their stations there will be found men ready to carry ammu-



LIBERTY PARTY RETURNING TO THE SHIP.

munition from the magazines to the hoists, which have already been set in operation by men whose stations are there. Extra power is required from the dynamo room, but this is provided for on a moment's notice, as an extra engine is always kept "cracked." Gun pointers and crews go to their guns at the first tap of the gong; officers will be at their stations, and the range finder will be in the top ready to communicate the range of an enemy's ship to every battery. An entire ship's company may be sound asleep in their hammocks when the call to general quarters is sounded, and in three minutes from the time the alarm is given every gun on the ship is ready to fire.

Clearing ship for action is a drill which requires more time. It is then that everything of a portable nature is removed from the decks and stored below. Boats are hoisted out and anchored away from the ship; the life rails are removed; gang-

ways are taken away, and every article of wood or inflammable material is carried below the water-line and placed secure in store rooms. When a ship is cleared for action there is little on the deck from which splinters could be made by the exploding of a shell. Further to protect the guns' crews from possible danger of flying splinters, the entire deck is covered overhead with a great net. Carrying all mess tables, chests, and articles made of wood to the lower part of the ship is a process attending only the drill of clearing ship for action, for in actual service, when a ship is entering an engagement, such articles are thrown overboard, principally for the purpose of eliminating as far as possible the danger of conflagration.

Fire quarters is a drill which requires quick, sharp and decisive action. Experience has taught conditions which must be overcome in order more thoroughly to cope with conflagration aboard ship. It is effectually to overcome these conditions that fire quarters is inaugurated. In this evolution, as well as in general quarters, each man has his particular duty to perform. All water-tight doors throughout the ship are closed; men stand by at flood cocks, awaiting the order to turn the sea into the magazines; hatches are closed; ventilators are shifted away from the wind, and all sources of ventilation which might aid a conflagration are shut off. The great fire pumps in the engine room are immediately started, keeping a heavy pressure on the fire mains, which lead to all parts of the ship. Hoses are connected with every plug and all hand grenades are concentrated at the scene of the fire. Such precautions may appear ridiculous to the outsider as he asks himself the question, "How can a steel ship burn?" It is not the steel in a ship which burns; but the inflammable material in the store rooms, if ignited and allowed the freedom of flames, would soon fire the magazines and effect the destruction of the ship.

The duties attending collision quarters fall on but few, but their action must be quick and decisive. The first thing to do is to close all water-tight doors for the purpose of confining what influx of water may have been occasioned by the collision to the limits of one compartment. A collision-mat is then lowered over the side for the purpose of covering a hole which might have been made by the impact. The collision-mat is made from a great piece of canvas, to which is sewed marline or hemp and bound with iron chains. This mat is controlled by a series of lines originally passed over the bow and under the ship in such a manner as to permit the hauling of a great piece of canvas so as to cover any portion of the hull below the water-line.

The question has been suggested by a civilian, upon visiting a ship, "What would become of these men if a ship were to sink?" Every man is given a position in a certain boat, and in the drill of abandoning ship he is made thoroughly conversant with the manner in which he is to save himself and provide for the safety of others. Certain store rooms are kept provided with stores to be used only in case of "Abandon ship." These stores consist of meat and bread, and breakers which are constantly filled with fresh water. Axes, saws, and other tools are also included in these store rooms. Candles and matches, and even flints and steel, are provided in water-tight cases. Kettles and pans and knives and forks and spoons are kept ready to be placed immediately in the boats when they leave the ship.

When the word is passed to abandon ship these store rooms are unlocked, where men will be waiting whose duty it is to carry certain boxes of stores to certain boats. Each man has his specific duty at this evolution. It is thus that all confusion is avoided, and repeated drills familiarize every man with the duty he is to perform.

When the boats leave the ship they are provided with sufficient stores to last the number of men which are assigned to them for several days. Thoroughly equipped with tools and instruments, arms and ammunition, a boat's crew thus landing, after a ship has been abandoned, will be fully equipped to meet conditions and provide themselves with a livelihood until such time as their rescue may be effected.

Every precaution is observed on board the ship for the preservation of life, and the probability of accident is reduced to a minimum. One of the first duties in preparing a ship for sea is to see that the lifeboats are properly rigged, that the automatic life-buoys are properly charged and in working order. When a ship is under way a man is placed on watch at the life-buoys whose duty it is to drop them immediately into the sea at the first cry of "Man overboard!" A lifeboat's crew is always in attendance on a boat and ready to be called away on a moment's notice. Crews are often drilled in the exercise known as "Man overboard," and seldom does a



TARRING THE MAIN BRACE.

OLD GLORY AT SEA.

ship go to sea without performing this among the first evolutions of drill. As soon as the alarm is given a buoy is dropped from the stern of the ship, the torch of which ignites immediately upon coming in contact with the water. If it be that a man has fallen overboard, he will have no difficulty in locating the buoy if the accident occur at night. The engines are immediately reversed to full speed astern, but before their influence has had time to be felt in the progress of the ship the lifeboats are in the water and the crews are desperately pulling toward the buoy.

Frequently has the alarm of "Man overboard" been given when a ship has been under way at a speed of twelve knots an hour, when lifeboats have been lowered, life-buoys picked up, and the boats returned to their davits in six minutes from the time the alarm was first given.

The fighting capacity of a man-of-war'sman is not confined to the great guns or to the limits of his ship; but he is always ready for duty on shore, where he is equipped and ready to fight with the artillery or infantry. To equip the battalion

for field duty is a drill which requires a remarkably short time and the equipment corresponds exactly with the equipment of the infantry branch of our own army.

The battalion organization of a man-of-war is a miniature army in every sense of the word. The various divisions of the landing force, consisting of two companies of bluejackets, forming infantry and artillery, one company of marines, the various special details, namely, signalmen, pioneers, hospital corps, ammunition party, commissariat, color guard, baggers and officers' servants, all of whom contribute their parts to the perfection of a force capable of coping with any condition of country or giving battle to any style of enemy.

Each member of the companies is equipped with canteen, a knapsack containing a complete change of clothing, toilet articles, pipe and tobacco, mess outfit, etc., with blanket, poncho, rifle and ammunition. The signalmen are provided with telescopes and signal outfit, and act in the capacity of scouts and messengers. The "pioneers" are provided with picks, crowbars, spades, hammers, etc., in fact, everything necessary for the building or destruction of roads and bridges or for building camps.

The ambulance party is composed of the hospital corps and assistants, who carry everything needed for aiding the sick and wounded. The commissariat is composed of cooks and cooking outfit. Thus, throughout the organization, the equipment is complete in every respect.

When the bugle sounds the adjutant's call, the bluejacket company, to which the color guard is attached, marches on the line of the battalion; the marine company marches on the line to the right of the colors, forming the right of the battalion; the remaining company of bluejackets dresses on the left of the color company, while the special details take up their stations in the rear. The battalion thus formed on board ship embarks in the boats, one section in a boat, and thus embarked, the artillery detail having lowered the field pieces into the boats, is towed to the shore prepared to execute its mission, whether that be only drill or to give battle to an enemy.

Work of the battalion is done as though all hands were old soldiers, and should a campaign necessitate their landing, the sailors would probably be more thoroughly equipped than their comrades at arms on land.

Every effort is employed to make the navy man proficient in the use of small arms, and to carry the efficiency of the sailor far beyond the limits of his ship should conditions demand him ashore.

Whether it be a man's intention to remain in the service until retirement, or whether it be his intention to remain but for the period of his enlistment, the memory of the service will always be held as one from which he has derived more good than he could have obtained in any other school, for the navy is a great school. It is an institution of education.



SUNSET AT SEA.

Chapter X

IN MAGDALENA BAY: TARGET PRACTICE: HOW THE BIG GUNS ARE FIRED AND OTHER DOINGS.



SIXTEEN big battleships, one would think, would crowd the capacity of a single land-locked bay, particularly as they were to engage in target practice; yet so vast is the extent of Magdalena Bay that the ships when on the outer range were hull down to the rest of the fleet anchored close to the shore.

The Pacific fleet, having finished target practice, had left the timbers and other material necessary for the construction of target rafts and in a very short time after the arrival of the Atlantic fleet working parties were ashore building the rafts for the four ranges on which the ships were to fire.

It was necessary also to coal the fleet. There was work enough—yes, plenty of it—for all hands; and, characteristic of men who do their work cheerfully, every man turned to with a will and dug into the work of the hour with the greatest enthusiasm. They were all after the trophy.

Five days after the arrival of the fleet were all that were necessary for the laying out of the four ranges, the construction of the rafts and for getting everything into readiness to begin firing. Several of the ships in the mean time had engaged in torpedo practice.

This great fleet of ships had just completed a voyage of fourteen thousand miles,



BUILDING A BIG TARGET RAFT.

Upon these rafts are stretched the targets. Frequently are the beams torn by shells.



THE COAL IS ALL ABOARD: READY FOR A FIELD DAY.
During the time of coaling ship, the hardest work in the navy, the most cheerful good humor prevails.



FIRING A FIVE-INCH GUN.

and arrived at its destination in perfect shape to engage in hostilities, for target practice as it is pursued in the navy today is practically the same as an engagement with an enemy.



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DISCHARGE OF A TWELVE-INCH GUN.

On March 17th the Vermont, Kansas, Alabama, and Maine went on the range, and soon the hills were echoing the roar of the great guns. It was a rumble and a roar with a business twang to it, a roar very different from the combined efforts of the entire fleet as it fired its several choruses of salutes against the echoing mountains of other bays on the route from Hampton Roads. Following the first four ships on the range came the Louisiana, Illinois, Kearsarge, Georgia, Kentucky, Minnesota, Ohio, Rhode Island, Connecticut, New Jersey, Missouri, and Virginia. They all sang the same song and told the same story.

As the ship steams on the course in front of the targets the signal to begin firing is sounded on the whistle, when the fusillade begins. Then comes the string of heavy shells flying in the direction of the targets,—not only in the direction of the



TURRET AND HANDLING-ROOM CREW.

More than twenty men are required to load and fire a thirteen-inch gun.

targets, but through them. It is interesting to watch a twelve-inch projectile in its flight. As it leaves the gun its course can be plainly traced with the eye. It looks like a great infuriated hornet dashing at something that has disturbed its nest. The waves of heat can plainly be seen radiating from the friction-heated projectile as it flies through the air. It strikes the water and immediately two great columns of water are thrown upward like some great geyser. Occasionally a projectile thus fired will strike the water and go downward; but more frequently do they ricochet striking the water again and again, each time throwing these great columns of water toward the sky. In watching the target practice of the battleships it is frequently the case that the flight of a ricocheting projectile could have been traced by as many as seven columns of water in the air visible at the same time.

When the big guns in the turrets are firing the concentrated and united efforts of twenty men are required in handling the ammunition and in loading and discharging the gun. Two men are employed in sighting the great rifles; one controls the horizontal range and the other trains the gun vertically. Men are required at the breech, others at the electrically controlled rammers, others operate the ammunition hoists, while several men are constantly at work in the handling room loading the hoists with projectiles and powder charges. It requires little energy for one to read about a crew having made twelve or thirteen shots in a little over three hundred seconds; but let him consider the energy that has been exerted by that crew in accomplishing such a thing. In that short space of time projectiles to the aggregate weight



INSPECTING A TARGET AFTER THE DAY'S SPORT.

of six tons have been fired through a single gun by the explosion of two tons of powder, all of which has in that time been brought from the magazines and handling room forty-five feet below the gun. A hoist is loaded with projectile and powder charge; it is hoisted to the gun; the gun is loaded and the hoist immediately descends for another load, which is on its way to the gun before the preceding charge is fired. It is only by constant drill in uniformity of motion on the part of the entire gun and handling-room crew that it is possible to obtain such a rapidity of fire.

"Danger!" has been the howl of the farmer critics. Danger? Is there any danger? Certainly there is. The pedestrian will find that his journey across a street is accompanied with danger, for he may slip on a banana peel and fall in front of an electric car. There is danger in firing a twelve-inch gun, for a volcano might open



ALL SHOT TO PIECES.
An eight-inch target treated with the perforating system by one of Uncle Sam's guns' crews. Every head poked through the target means a hit.

up under the ship at almost any time, and that might occur while a gun is being fired. Where can we go that we are not surrounded by danger? This matter of danger in the rapidity of fire in the American navy has been boiled down, evaporated and boiled down again, with the result that the American has come to the conclusion that he much prefers to take the small chance of blowing himself up with his rapid firing than to take the certain risk of himself being blown up by an enemy while he is carrying ammunition to his forward guns from the after magazines. It has made a fatalist of him. If he is going to be blown up he is going to be blown up; but if he isn't he isn't; yet while there is any blowing up to be done he is certainly going to have a hand in it himself.

With the six-inch guns the same scientific theory has been practically applied to



A HARBOR DEFENSE MINE.

eliminate lost motion when it comes to delivering projectiles from the muzzles of the guns without sacrificing the accuracy of aim.

The first work is to get the ammunition from the magazines to the guns, which is done by means of electric bombs, to which the powder is carried by a file of men along the ammunition passage. The projectiles are laid about the gun in a convenient position for the crew to handle them quickly; the wooden boxes are removed from the outside of the large brass cases containing the powder charge. Two men are stationed at the sights to train the gun, and a most busy scene of uniform movements follows the command: "Load!"

One man opens the breech, another places a loading tray to admit of the entrance of a projectile weighing a hundred pounds, which is thrown with sufficient force so that the rotating band fits firmly into the rifling of the gun. Following, a man places



WITH THE IMPLEMENTS OF WAR.

1. A six-inch gun's crew. 2. Firing a Colt's automatic. 3. Placing a torpedo in the tube

the powder charge behind the shell, and the breech being closed the gun is ready to fire.

The gun is fired; the breech is open and a man stands by with heavily padded gloves to receive the empty powder case, which is heated to almost a red heat. Then in disregard of the dense volume of smoke which rolls from the breech the operation is quickly repeated.

The heavy gun may thus be fired ten times in a minute.

While the men behind the guns are shattering targets, it requires no little amount of work to keep the bull's-eyes in repair, so to this all-important stage in the process of target practice we will devote a little space in justice to the "repair outfit."



REPAIR CREW WAITING FOR A NEW TARGET.

When a ship is on the range, a small tug-boat is in attendance to carry targets, and to tow the repair boat to and from the target after each string of shots is fired.

Whereas the duties in the repair boat are far from a "snap," a vacant billet in the crew does not wait long for a volunteer from the powder division.

After an early breakfast the targets for the day are loaded aboard the tug, and the crew, equipped with nameless articles in their repair kits, "open shop" for the business of the day, steaming to a position between which and the targets the firing ship passes.

Simultaneously with a blast from the ship's whistle the first shot is fired, and a rain of missiles flies at the target until the whistle for "Cease firing" sounds. It

is then that the repair boat is called into action, and, steaming to the targets, a thorough inspection is made of the damage done.

Counting the hits made by the Colt's automatic guns is a job which brings great joy to the hearts of the repair crew, especially if a good string has been fired, as each hole must be counted before the target is shifted.

Unless the gun pointer is exceptionally at fault, it is necessary to shift targets after each string is fired; but the "system" for so doing has been studied out to a nicety, and occupies the actual time of three minutes, during which, however, there is no loafing.

When the main battery is firing, it is certainly a spectacular sight to see a six-inch shell strike the target raft amidships, when targets, raft and masts are mixed in a shower of splinters thrown skyward. This necessitates the reconstruction of the raft, material for which is provided against such an accident. Frequently a mishap requires the aid of others than the repair crew, when the ship engaged steams to their assistance, and, of course, a delay follows.



FINISHED FOR ANOTHER YEAR.

Hauling the beams of the target rafts ashore at Magdalena Bay, storing them for the next practice.

After a string of shots is fired, should the target not be badly perforated, the torn pieces of canvas about the holes are simply painted red to distinguish them from the hits made in the following run.

Masts are often carried away by a shot, but the work of replacing one is rapidly accomplished, so that the firing ship need not lose a run.

The crew goes into the repair boat early in the morning, and there they remain until the work of the day is over. During the recess for dinner a steam launch carries the midday meal, hot from the galley, to the repair crew, where it is received with appetites well earned.

The torn targets are put into the repair boat and transferred to the tug after they have proceeded to a point beyond the course of the ship, when new targets are taken in their places.

When the last string is fired in the evening, the rafts are rigged with targets ready for the first string in the morning; and the repair outfit returns to the ship, which



FUNERAL SERVICES ABOARD A BATTLESHIP.

has then come to anchor; the punctured targets are put aboard, and the work of the day is thoroughly discussed between spotters and umpire, with the target, like a teacher's chart, spread on the deck before them.

When the repairmen get aboard they are immediately bombarded with a fusillade of questions from the various gun pointers, who have fired during the day, regarding the shots on their respective targets, and the tired outfit goes to sleep counting bull's-eyes in their dreams.

While laudatory songs are being sung about the men behind the guns there are other men who contribute to the general success of things, and they are also deserving of a goodly share of the laurel wreaths. They are the men in the engineers' force, the men below the guns—"the black gang," as they are styled in the navy. What a powerless toy one of our big battleships would be in the hands of an enemy if it were not for the engineers. Deep down in the bottom of the ship, below the water-line, is the machinery,—the vitality of the ship. It is down there in front of the red furnace doors and in the steaming engine room that lies the direction of the ship's very life. Upon these people depends the operation of the great furnaces, boilers and engines which send the pulsating throb to the propellers. Upon these men



BURIAL PARTY TAKING BODY TO CEMETERY AT MAGDALENA BAY.

depends the action of the ship's great heart, which keeps the veins filled with the life-giving steam carried to all parts of the ship, the dynamo room, the pumps, the evaporators and to the heat radiators which make the ship comfortable when the weather is cold. When it comes to the great unit, they are all men behind the guns. They all work in harmony for the accomplishment of the one end. Coaling ship is the operation of giving the ship its food. Coal is the greatest necessity. Everybody watches the operation of coaling ship with the keenest interest. But, where is that coal after the decks are all clean and white again? It is down below distributing its nourishment to the vitality of the ship under the direction of the men who wear the red watch mark.

"Nestled at the base of the picturesque mountains on the crescent-shaped shore of Magdalena Bay there are quaint white houses, forming the pretty little Mexican village of Magdalena. Bathing its feet, the murmuring sea sings soft, sweet songs



MAGDALENA BAY.

This is a most beautiful scene from the distance; but distance lends enchantment.

to the contented people, while the vista is complete in the verdure-clad hills which kiss the blue canopy of heaven above."

So the stories of Magdalena Bay have run in one hundred and one newspapers and magazines of the country, over the signatures of some of our most noted contributors to current literature. One cannot criticise them for having written so. The deceptions have not been intentional; for the writer had no need to draw deeply on his reserve of sentimental adjectives as he looked across the placid blue waters between the anchorage and the shore and ruminated on imaginary conditions through the smoke of a clear Havana without taking the trouble of going ashore. How true it is that "distance lends enchantment." The quaint white houses are the squalid abodes of turtle fishermen, and the sole verdure of the hills rests in the many varieties of cacti, parasites subsisting on the air.

Truly Magdalena Bay is a beautiful harbor—a wonderful harbor for target practice and for fishing—but with these two features to commend it its beauties cease.

The same old crow is found on the shores of Magdalena Bay, speaking the same language as that familiar with the inquisitive, jetty bird in the Indiana cornfields, and clumsily hopping among the cacti on the shore, he debated in noisy chatter with the pelicans which flapped their heavy wings in the surf as the Atlantic Fleet entered the bay, disputing the right of the great white things to invade their quiet haunts, to disturb the serenity of things with the noise of their great guns. The crow, that sable bird, how he makes his presence known in all parts of the world, and how cleverly he adapts himself to the modes and manners of all latitudes. He may be robbing the cornfields in Indiana, stealing nuts in Vermont, destroying the fruit in California, seeking his food on the shores of Alaska, and with equal ease will he feed upon the surf-beaten clams or stranded *camarones* on the coast of Mexico.

Lizards run among the rocks at Magdalena, and hide beneath the thorny protection of the rambling cacti, which, like great serpents, cling to the ground, occasionally raising their heads apparently to view the surroundings.

The shore of Magdalena is not what the big fleet came to see. Work! That's what it came for,—the goal of the season's preparation, target practice. Yet in idle moments, which occasionally occurred, there was a little time for other things. Trust the versatility of the American sailor to find or invent sources of amuse-



THE FLEET IN MAGDALENA BAY: HOSPITAL SHIP RELIEF IN FOREGROUND.
READY FOR THE WORD.

ment to destroy the monotony of a stay in any part of the world, no matter how remote it be from civilization and regardless of prevailing conditions. He can make the sea his home, and in doing so he has but learned the art of adapting himself to circumstances. In port and ashore he can enjoy the amusements there offered. He can eat of the overflowing cornucopias of luxury, yet in Magdalena, which the sailors termed "the last place the Lord made," he contented himself equally as well, and furnished sports and amusements pleasing to himself when time for the one object of the visit afforded it. When the strenuous work of firing on the range was over; when the practical application of the theoretical side of placing mines demonstrated their efficiency; after the torpedoes had gone squarely between the stoke boats from the submarine tubes in the ships' sides; after the colliers had been relieved of their cargoes, and the great ships had been prepared for admirals' inspection, then the boatloads of sailors could be seen drawing their seines on the beach, from each haul of which would be brought ample reward for their work. At any time of the day there could have been seen interesting struggles with the great Jewfish and red snapper from whaleboats, dingees, cutters, punts, and even from the ships' sides, while the gamy yellowtails and barracudas darted in the wake of steam launches to grab the bait of red flannel on the hooks which trolled behind.



GETTING READY FOR THE PARADES.
Massed bands of the first squadron at drill in Magdalena.

The absolute lack of shade trees, the utter devastation of sand did not prevent the baseball enthusiasts from laying out a diamond on the bleak sandspit north of the little settlement, where many match and practice games were played. Scrambling through the thorny cacti on the mountain sides parties of mountain climbers were daily seen apparently personifying Longfellow's hero in "Excelsior." But there were no fair maidens on those rocky trails to bid the adventurer pause to rest. Contests of endurance and strength, which had been waiting for many months of strenuous life, were brought to conclusion in several boat races where the best men won.

With admirals' inspection concluded, the strenuous work, which so thoroughly demonstrated the efficiency of this powerful fleet, so thoroughly proved its ability to travel, to follow an enemy and not be found wanting in the hour when further exertion or energy would be required, then came the time for rest; then came the time for play; and in absence of society, theatres and banquet halls, the sailors found amusement even in Magdalena Bay. Melba did not appear in grand opera in Magdalena; Henry Irving would have found no inducement on the shores of this barren isle; no Jeffries, Corbett or Fitzsimmons paraded in fistic encounters for the sailors; nevertheless the thirst for opera, the desire for drama, and the taste for pugilistic food were all satisfied. Minstrel, vaudeville and real theatrical talent is



THE FLEET "MUSIC" GETTING INTO MARCHING TRIM AT MAGDALENA.

abundant in the navy, and on each ship there is sufficient material to bring to a climax a performance, a show, which would cause the landlubber to sit up and take notice. Thus each of the sixteen big ships had its turn of entertaining at Magdalena Bay.

As the day for the departure to "God's country" grew near the crews of the great ships bore happy expressions, and the ships themselves seemed to smile; a literal smile did brighten their countenances as the smoke of battle was cleared from them. Responding to the persistent tattoo of chipping hammers, the stacks, superstructures, and sides of the ships, passed through several stages of evolution in facial expression.



THE LAST SHOT.

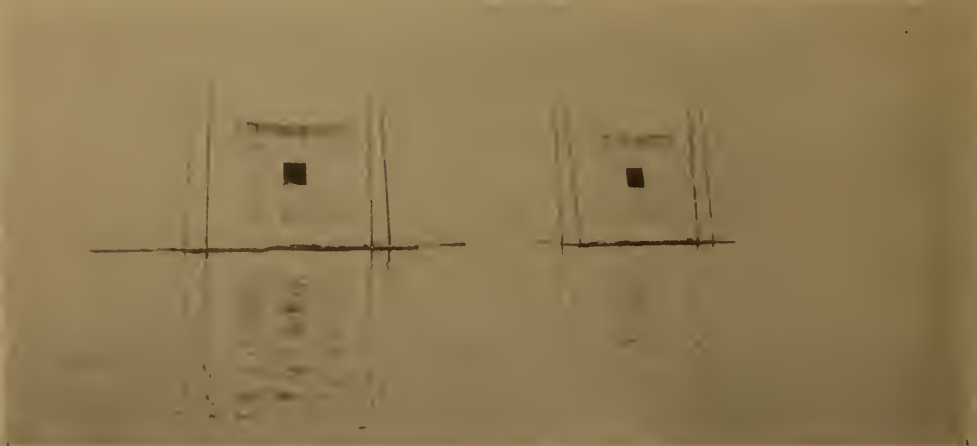
Blast of compressed air blowing residue from guns after firing.

Freckles (rust-spots) were removed under the magic touch of Dr. Chipping Hammer. Blistered stacks received the soothing touch of the same doctor. Smoke-stained masts and tops surrendered their service-tanned expressions before the vigorous attacks of sand and canvas. Then came the Mephistophelian grin of red lead and the finishing touches of spar color and white, fresh from the paint lockers, not a holiday showing from bow to stern. Fore, main and after stays soon received the finishing touches at the hands of a nimble sailor, who clear above his shipmates, in the sky, as it were, looked like a spider weaving his web, answering the call of his division leader when it became necessary to tar down. A thankless job it is to tar down. It requires skill to climb across the stays from truck to truck and coat wire

lines with tar. It requires care to execute the work without spilling some below. Generally when a man comes from aloft after this precarious job he is met by several coxswains, whose newly scrubbed boat covers have suffered from dropping tar, or by some other who might have received the contents, or a part of it, from the tar pot while calking off beneath the shade of the smoke stack on a bridge deck.

During the trials and tribulations of repeated field days after target practice, from stem to stern, from keel to tuck, no spot on any of the great ships escaped the eagle eyes of the first luffs, who directed the application of chipping hammers, sand, canvas, soap, and fresh water obtained through many yards of red tape by fair means or by foul, emery and sandpaper, polished off with brilliant shine and silicon. Finished! Clean, spick and span was every ship on the day before the departure from Magdalena Bay. Even quarters was forgotten, except on one ship, as armed with telescopes and field glasses, those interested watched the regatta with keenest interest. Some slumbered in parts of the ship where the semi-tropical breeze brought dreams of home—dreams of those who were waiting with extended arms to welcome them. Others sat on ditty-boxes, writing to mothers, wives and sweethearts, who were ever watching and waiting for the postman to bring the expected letter from son, husband or lover. Letters left each of the sixteen big ships, containing vivid accounts of the great events during target practice, and from each of the sixteen ships were scores of letters telling how "we won the trophy." It is too bad that they could not all have won the trophy, but it is that commendable individual assurance, that keen competition, that desire for victory, that has brought the target practice in the United States Navy to its almost miraculous state of perfection.

Forgotten in a day were the tedious weeks and months of "ping pong," the fatiguing grind at the loading machine, the back-breaking tests of ammunition hoists—sending projectiles on deck from the magazines and sending them back again, and doing it over once more, and then some. Yes, forgotten in a single day were those strenuous weeks and months of preparation after the great harvest had been reaped, and the golden store had been sent to Washington. Even the chronic kickers forgot to kick on that memorable day of the voyage when on Saturday, April 10, 1908, that leg of the voyage was started which would bring the fleet again to God's country.



READY FOR THE WORD.



Chapter XI

THE BATTLESHIPS
and
ROSTER OF OFFICERS
and
ENLISTED MEN





Photo and Copyright by T. C. Muller. THE UNITED STATES BATTLESHIP CONNECTICUT.
Captain Hugo Osterhaus, Commanding.

U. S. S. CONNECTICUT

Builders, New York Yard.
Launched September, 1904.
Completed June, 1905.

Normal displacement, 16,000 tons. Full load displacement, 17,770 tons. Length at water-line, 450 feet. Beam, 76 5-6 feet. Maximum draught, 26 3/4 feet.

Guns:

4 12-inch, 45 Cal.
8 8-inch, 45 Cal.
12 7-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 1-pounders.
2 Automatic, .30.
2 Machine, .30.
2 Field Guns, 3-inch.
4 Submerged Torpedo Tubes,
21-inch.

Armor (Krupp):

11" Belt (amidships).
4" Belt (ends).
3" Deck (flat on belt).
10"-8" Turrets (N. S.).
12" Turret Bases (N. C.).
7" Lower Deck Redoubt.
2" Battery.
7" Casement (14-pounders).
6" Secondary Turrets (N. C.).
9" Conning Tower.
5" Signal Tower.

Machinery: Two sets 4-cylinder triple expansion; 2 screws. Boilers: 12 Babcock and Wilcox. Designed H. P. 16,500, equal 18 knots. Coal: Normal, 900 tons; maximum, 2,200 tons.

REAR ADMIRAL ROBLEY D. EVANS, U. S. NAVY.

COMMANDER-IN-CHIEF

UNITED STATES ATLANTIC FLEET.

Commander First Squadron and First Division.

PERSONAL STAFF.

Captain R. R. Ingersoll, U. S. N. - - - - - Chief of Staff.
Lieut. Comdr. L. H. Chandler, U. S. N. - - - - - Aid—
Lieut. Comdr. R. McLean, U. S. N. - - - - - Aid—Fleet Ordnance Officer.
Lieut. C. R. Train, U. S. N. - - - - - Aid—Flag Lieutenant and
Fleet Signal Officer.
Lieut. D. A. Weaver, U. S. N. - - - - - Aid—Fleet Athletic Officer.

FLEET STAFF.

Pay Inspector H. A. Dent, U. S. N. - - - - - Fleet Pay Officer.
Surgeon L. W. Curtis, U. S. N. - - - - - Fleet Surgeon.
Lieut. Comdr. R. B. Higgins, U. S. N. - - - - - Fleet Engineer.
Major Dion Williams, U. S. M. C. - - - - - Fleet Marine Officer.

TECHNICAL STAFF.

Naval Constructor R. H. Robinson - - - - - U. S. S. Connecticut.
Asst. Naval Constructor L. B. McBride - - - - - U. S. S. Georgia.
Asst. Naval Constructor E. H. Hamner - - - - - Torpedo Flotilla.

Captain H. Osterhaus.
Lieut.-Comdr. R. B. Higgins.
Lieut.-Comdr. M. L. Bristol.
Lieut.-Comdr. G. C. Day.
Lieut.-Comdr. S. P. Fullinwider.
Lieutenant H. E. Yarnell.
Lieutenant G. L. Smith.
Lieutenant W. P. Cronan.
Lieutenant C. S. Freeman.
Lieutenant Hayne Ellis.
Lieutenant B. A. Long.
Lieutenant Adolphus Staton.
Lieutenant Richard Wainwright.
Midshipman L. M. Atkins.
Midshipman A. Sharp.
Midshipman G. L. Caskey.

Midshipman J. W. W. Cumming.
Midshipman I. H. Mayfield.
Midshipman R. C. Needham.
Midshipman R. S. Parker.
Midshipman E. A. Lofquist.
Midshipman J. Baer.
Midshipman G. M. Dallas.
Midshipman C. McK. Lynch.
Midshipman C. Humphrey.
Surgeon L. W. Curtis.
P. A. Surgeon P. E. McDonnold.
Asst. Surgeon R. C. Ransdell.
Asst. Paymaster H. E. Collins.
Chaplain M. C. Gleeson.
Major Dion Williams.
Captain C. C. Carpenter.

Chief Boatswain H. Hudson.
 Chief Gunner F. C. Messenger.
 Chief Gunner W. G. Moore.
 Gunner W. C. Beau.
 Chief Carpenter C. S. Taylor.

Warrant Machinist J. W. Murray.
 Warrant Machinist J. T. Biggs.
 Warrant Machinist R. Iversen.
 Pay Clerk B. L. Lankford.
 Pay Clerk J. M. Holmes.

Abbate, John, Seaman.
 Abbott, H. R., F. 2c.
 Adams, G. W., Seaman.
 Adams, H. E., F. 2c.
 Adamson, Arthur, B. M. 2c.
 Ahlberg, C. L., Seaman.
 Ahlquist, C. J., O. S.
 Aicklen, G. J., O. S.
 Alexander, J. J., E. 2c.
 Allen, George, E. 1c.
 Alling, W. T., F. 1c.
 Alton, A. W., H. A. 1c.
 Ames, J. E., Cox.
 Ammann, R. H., O. S.
 Amsden, Harry, Seaman.
 Amsden, I. E., O. S.
 Anarow, Anest, W. T.
 Anderson, E. O. T., E. 3c.
 Anderson, Theodore, Cox.
 Andrews, C. P., Seaman.
 Antzak, J. G., Seaman.
 Aquatero, A. G., Cox.
 Arkland, W. C., O. S.
 Armour, A. W., C. P.
 Armstrong, G. O., F. 1c.
 Arnold, L. H., O. S.
 Ash, Clarence, Seaman.
 Baer, C. W., F. 2c.
 Bailey, G. A., F. 2c.
 Baker, George, F. 1c.
 Bakes, William, O. S.
 Baldacchino, A., Mus. 1c.
 Bancroft, Frank, M. A. 3c.
 Barkliff, G. W., S. C. 3c.
 Baron, E. C., Seaman.
 Barr, S. D., Y. 1c.
 Barrett, J. J., O. S.
 Bartholf, F. W., O. S.
 Barton, Harry, O. S.
 Bassar, Peter, O. S.
 Bayer, J. J., F. 1c.
 Baynard, P. C. R., O. S.
 Beal, H. A., G. M. 3c.
 Beaman, H. A., O. S.
 Beard, W. C., C. P.
 Becker, C. A., O. S.
 Becker, G. E., C. Yeo.
 Becker, P. D., E. 1c.
 Bedson, Victor, O. S.
 Bell, P. H., Ptr. 3c.
 Benn, E. J., Seaman.
 Benson, John, M. A. A. 2c.
 Berg, W. C., F. 2c.
 Berry, Oscar, F. 2c.
 Bethemann, P. H., O. S.
 Bibault, Edgar, Yeo. 3c.
 Bikel, C. J., C. P.
 Blandford, T. S., E. 2c.
 Blatz, W. A., C. P.
 Bletcher, Harry, F. 2c.
 Bodiker, F. F., O. S.
 Boehnleim, J. J., O. S.
 Bohning, C. M., Seaman.
 Bonebrake, Clyde, O. S.
 Borg, E. L., Mus. 2c.
 Borowski, Sylvester, Seaman.
 Bottomley, A. H., O. S.
 Bourke, C. E., C. P.
 Bowley, C. E., O. S.
 Bowman, Earl, C. P.
 Boyle, Edward, Bugler.
 Boyle, F. A., F. 1c.
 Bradford, Jesse, W. T.
 Bradley, J. F., O. S.
 Bradway, M. H., O. S.
 Braley, O. R., O. S.
 Branigan, J. A., O. S.
 Brathwaite, B. D., M. A. 3c.
 Brest, A. H., O. S.
 Breton, Harry, O. S.
 Briggs, R. E., O. S.
 Bright, A. N., E. 3c.
 Brock, Ebbie, F. 2c.
 Brockett, Edward, W. O. Stw.
 Broderick, J. A., O. S.
 Brookman, J. E., O. S.
 Brooks, J. A., O. S.
 Brosvik, Andrew, Cox.
 Broughton, J. J., C. P.
 Brown, Alexander, F. 1c.
 Brown, Arthur, Seaman.
 Brown, H. H., M. M. 2c.
 Brown, H. C., O. S.
 Brown, J. P., O. S.
 Bruff, Emit, T. C. 1c.
 Bryan, J. G., F. 2c.
 Bryan, R. L., O. S.
 Buehler, E. C., O. S.
 Burggraf, W. E., F. 1c.
 Burns, H. A., C. P.
 Burns, John, O. S.
 Burns, L. F., W. T.
 Burns, R. J., F. 2c.
 Burton, F. C., O. S.
 Buteau, A. E., Bmstr.
 Buzynski, Bernard, C. P.
 Byrd, H. H., O. S.
 Cahill, Daniel, Seaman.
 Calcagni, Mario, O. S.
 Calloway, W. W., Seaman.
 Camper, W. F., Yeo. 3c.
 Carey, Denis, Oiler.
 Carlisle, J. G., O. S.
 Carman, A. P., O. S.
 Carney, Lawrence, F. 1c.
 Carr, E. F., Yeo. 2c.
 Carr, T. J., Bmkr.
 Carr, W. H., O. S.
 Carroll, H. J., C. P.
 Carson, Frank, C. P.
 Carson, Harold, W. T.
 Carter, P. C., S. Cook.
 Caruso, Joseph, C. P.
 Casey, D. A., O. S.
 Cason, J. P., O. S.
 Cason, Mac., O. S.
 Casselman, F. J., G. M. 3c.
 Caucino, Florindo, Seaman.
 Chapman, J. F., M. M. 2c.
 Cherry, Albert, M. A. 3c.
 Christiansen, Karl, C. W. T.
 Churchill, C. F., O. S.
 Cilles, J. J., O. S.
 Clancy, James, W. T.
 Clark, Allan, C. P.
 Clark, C. R., O. S.
 Clark, W. G., F. 1c.
 Clausen, J. P., O. S.
 Claussen, W. E., O. S.
 Claxton, E. L., O. S.
 Clevenger, H. H., O. S.
 Coleman, John, M. Att. 3c.
 Collins, J. F., O. S.
 Collins, T. A., O. S.
 Connors, Thomas, C. P.
 Connors, J. J. A., Seaman.
 Conrader, August, Seaman.
 Cooksey, L. L., F. 1c.
 Cooney, John, G. M. 2c.
 Copeland, Eugene, W. T.
 Copeland, J. W., O. S.
 Corbett, W. J., Oiler.
 Cossey, C. M., Ch. C. M.
 Costello, B. P., Scaman.
 Costello, J. J., C. P.
 Cote, Joseph, F. 2c.
 Cotton, T. J., F. 2c.
 Court, John, Bmaker.
 Cowgur, D. H., O. S.
 Cox, G. D., O. S.
 Cox, P. L., C. P.
 Crabb, G. F., E. 2c.
 Crafton, F. M., C. P.
 Cramer, S. H., Seaman.
 Crawford, R., C. P.
 Cramer, F. E., O. S.
 Crowell, Scott, Y. 3c.
 Crowe, J. T., O. S.
 Crowley, D. D., S. C. 1c.
 Crowley, John, C. P.
 Crudden, J. F., O. S.
 Cullen, M. J., M. A. A. 3c.
 Culp, H. E., O. S.
 Curless, J. M., E. 2c.
 Cusmanich, John, F. 1c.
 Cwiklinski, A. B., Stw.
 Daily, Frank, Ch. G. M.
 Dangerfield, A. D., M. Att. 2c.
 Daniel, B. N., O. S.
 Danielson, E. R., Y. 2c.
 Davenport, D. E., F. 1c.
 Davis, C. E., Mus. 2c.
 Davis, P. G., F. 2c.
 Davis, W. L., Seaman.
 Dawson, F. A., O. S.
 Dean, Harold, O. S.
 Dearing, H. R., P. and F.
 Decker, William, S. C. 2c.
 Deery, J. N., O. S.
 Deflo, M. E., F. 1c.
 Deglau, H. A., Cox.
 De Junker, A. P., O. S.
 Delavy, Edmund, B. M. 1c.
 Delisle, O. J., O. S.
 Dempsey, F. A., G. M. 3c.
 Devine, C. R., O. S.
 Dick, H. W., Printer.
 Dillon, John, F. 1c.
 Dingfield, August, Seaman.
 Dobck, Joseph, O. S.
 Dobson, Grover, F. 2c.
 Donohue, William, O. S.
 Donohue, William, Ch. Yeo.
 Donohue, G. F., F. 1c.
 Dougherty, R. G., C. P.
 Downes, T. J., Oiler.
 Downs, W. M., O. S.
 Doyle, F. J., C. P.
 Doyle, Thomas, Oiler.
 Dretchler, Otto, O. S.
 Drolel, Napoleon, Seaman.
 Duby, Ahmedee, O. S.
 Duffany, J. L., Seaman.
 Duggan, J. C., Seaman.
 Duncan, E. E., O. S.
 Dunn, R. F., O. S.
 Edson, Herbert, Seaman.
 Edwards, J. W., Seaman.
 Edwards, Van B., M. M. 2c.
 Egger, Louis, O. S.
 Eldridge, E. E., O. S.
 Elkins, C. J., C. P.
 Eldmore, W. A., F. 1c.
 Erdman, William, Seaman.
 Eshom, C. W., Seaman.
 Ethridge, T. B., Jr., O. S.
 Evans, Homer, F. 1c.
 Exster, J. O., O. S.
 Eyles, B. J., O. S.
 Farley, E. S., C. P.
 Farnell, Henry, M. Att. 3c.
 Farnsworth, G. O., E. 3c.
 Farrell, A. J., O. S.
 Fay, Frederick, Oiler.
 Fehrmann, A. J., O. S.
 Felter, H. T., C. M. 2c.
 Fennell, W. J., Yeo. 2c.
 Fenster, Joseph, O. S.
 Fichtelberg, Nath., Mus. 1c.

- Fielding, Fred, Oiler.
 Fisse, Victor, Sfr. 2c.
 Fitzhugh, J. H., O. S.
 Flanigan, P. J., C. P.
 Flanigan, W. L., E. 1c.
 Fleming, Charles, O. S.
 Flynn, J. M., F. 2c.
 Ford, G. W., S. C. 4c.
 Forster, Walter, Bmaker.
 Foster, O. F., Seaman.
 Franzen, X. J., O. S.
 Freeman, George, C. P.
 Freese, J. L., Q. M. 2c.
 Fregeau, William, C. P.
 Friedman, M. M., Ch. Yeo.
 Frost, W. H. H., Ptr. 1c.
 Fry, C. W., Seaman.
 Fuchs, Joseph, S. C. 4c.
 Fuller, E. W., M. Att. 3c.
 Galloway, G. A., Stw.
 Gallus, J. B., Seaman.
 Garlock, Harold, O. S.
 Garry, John, F. 2c.
 Garvey, J. J., C. P.
 Gaunya, T. A., O. S.
 Ge Bault, George, O. S.
 Gerhardt, Gustav, Bkr. 1c.
 Gibson, W. C., O. S.
 Gillette, L. A., C. P.
 Glass, C. P., S. C. 1c.
 Glomb, Edward, C. P.
 Goeltz, C. G., S. C. 2c.
 Goetz, Carl, G. M. 3c.
 Golay, A. A., M. M. 1c.
 Golden, R. J., O. S.
 Goldstein, George, Oiler.
 Goldstein, M. M., O. S.
 Gordon, H. D., O. S.
 Grabowski, John, Cox.
 Graff, E. G., O. S.
 Gray, Maurice, O. S.
 Greene, Louis, C. P.
 Groos, H. L., O. S.
 Grosh, G. C., C. P.
 Groth, Johan, F. 1c.
 Gullage, Albert, Q. M. 2c.
 Haas, G. H., O. S.
 Hafstrom, R. C., O. S.
 Hahlbohm, C. H., O. S.
 Haines, L. W., El. 1c.
 Halada, John, Seaman.
 Hall, Joseph, Seaman.
 Halloran, J. J., Sfr. 1c.
 Halverson, Oscar, S. M. M.
 Hand, F. A., Seaman.
 Hanselman, J. J., M. M. 2c.
 Hansen, E. G. T., Stw.
 Hanson, Harry, O. S.
 Harrigan, D. F., C. P.
 Harrington, B. C. M. at A. 2c.
 Harris, F. R., M. Att. 3c.
 Harris, G. J., M. Att. 3c.
 Harris, W. D., Seaman.
 Harrison, Henry, M. at A. 1c.
 Hartman, William, O. S.
 Harvey, B. J., Ch. G. M.
 Harvey, W. J., Ch. C. S.
 Haughawout, A. C., F. 1c.
 Hauser, Fred, Blksmfh.
 Hawley, Alexander, Mus. 2c.
 Haws, H. E., O. S.
 Hazel, G. W., F. 2c.
 Heeg, E. J., O. S.
 Heggie, R. C., M. at A. 1c.
 Heil, J. F., F. 1c.
 Hellig, A. J., M. M. 2c.
 Heinkel, John, Seaman.
 Helriegel, R. G., O. S.
 Hengst, Anton, Ch. M. M.
 Henry, W. C., O. S.
 Hernandez, J. J., Seaman.
 Hess, James, C. P.
 Hester, T. W., O. S.
 Hewitt, W. E., O. S.
 Hill, E. A., O. S.
 Hill, J. P., O. S.
 Hines, D. B., C. P.
 Hisey, C. F., O. S.
 Hogan, F. J., O. S.
 Holdridge, R. C., O. S.
 Holmes, Vernon, M. Att. 3c.
 Holston, E. L., M. M. 2c.
 Hornback, Rudolph, Seaman.
 Hausenecht, James, Bkr. 1c.
 Hovan, Barney, O. S.
 Howard, Charles, M. Att. 3c.
 Howard, S. P., Seaman.
 Howe, J. W., M. Att. 2c.
 Howell, G. D., O. S.
 Hruska, Michael, O. S.
 Huber, A. J., F. 2c.
 Hufnagle, E. J., O. S.
 Hughes, J. B., O. S.
 Hull, Thomas, W. T.
 Humble, George, Blksmfh.
 Hunt, W. R., Seaman.
 Huntoon, D. T., Seaman.
 Hurley, Patrick, Oiler.
 Hutchison, C. A., O. S.
 Hutton, G. W., Cab. Cook.
 Hutton, Stephen, Ch. G. M.
 Hyde, Allen O., F. 2c.
 Hyde, Samuel, Seaman.
 Irwin, M. A., E. 3c.
 Jackson, R. S., O. S.
 Jackson, W. S., Seaman.
 Jacoby, A. C., O. S.
 Jakubowski, Walter, O. S.
 James, L. W., C. P.
 Jarzembowski, E. J., Seaman.
 Jeffers, R. G., O. S.
 Jeffrey, W. H., O. S.
 Jenkinson, John, Ch. B. M.
 Johannessen, J. J., Ch. W. T.
 Johnson, Anton, Q. M. 2c.
 Johnson, E. W., Ch. Yeo.
 Johnson, Ogene, F. 1c.
 Johnson, Tom, C. P.
 Jones, A. A., O. S.
 Jones, B. C., Hos. Stw.
 Jones, Charles, O. S.
 Jones, J. A., C. P.
 Jones, J. B., E. 1c.
 Jones, J. M., M. Att. 3c.
 Jordan, W. M., G. M. 3c.
 Jordon, E. W., E. 1c.
 Joy, M. E., F. 1c.
 Joy, W. F., O. S.
 Kaiser, August, Seaman.
 Kaiser, W. L., Seaman.
 Karbinsky, Edward, O. S.
 Kay, A. G., Seaman.
 Keane, J. E., Yeo. 3c.
 Keeny, J. W., O. S.
 Keleher, J. A., O. S.
 Keller, John, O. S.
 Kellogg, Herman, O. S.
 Kelly, E. A., Mus. 2c.
 Kelly, J. K., Ch. W. T.
 Kelly, H. V., O. S.
 Kelton, R. D., O. S.
 Kemp, B. H., O. S.
 Kemp, J. D., O. S.
 Kennedy, J. H., O. S.
 Kenner, E. J., O. S.
 Kessler, W. H., O. S.
 Kiley, W. A., C. P.
 Killian, P. J., Seaman.
 Kimball, Frank, Bmaker.
 Kimmens, F. H., O. S.
 King, G. A., Seaman.
 King, L. H., Seaman.
 Kirby, G. C., O. S.
 Kirkpatrick, F. L., Yeo. 2c.
 Kirwan, Owen, W. T.
 Kitajima, M., W. R. Stw.
 Kling, W. A., O. S.
 Knight, Otto, C. P.
 Knobloch, J. G., Q. M. 3c.
 Knott, G. W., Seaman.
 Knott, Henry, M. M. 2c.
 Koch, B. P., O. S.
 Koelg, Max, O. S.
 Kohl, L. T., E. 3c.
 Komyaty, J. J., O. S.
 Kornovsky, Edward, Seaman.
 Krebs, Christian, O. S.
 Kreimbihl, L. J., F. 1c.
 Kroner, L. F., F. 1c.
 Krueger, W. O., O. S.
 Krutzburg, J. A., G. M. 2c.
 Kuntz, August, F. 2c.
 Kurtzell, H. R., O. S.
 Lake, Edward, Seaman.
 Lamb, C. A., Seaman.
 Lamkin, J. P., O. S.
 Lame, G. C., Q. M. 2c.
 Lamoine, Henry, F. 1c.
 Landfear, C. S., S. C. 4c.
 Landis, H. W., F. 1c.
 Lang, F. J., G. M. 2c.
 Yant, Martin, W. T.
 Larsen, H. A., Ptr. 3c.
 Lautenschlager, P. J., Sea.
 Lawson, B. R., M. Att. 3c.
 Lee, Isiah, M. Att. 3c.
 Lee, W. C., C. P.
 Leech, E. A., Yeo. 1c.
 Leis, H. F., F. 2c.
 Leonard, E. J., M. M. 2c.
 Leonard, H. L., F. 1c.
 Leonard, L. D., E. 3c.
 Le Roy, J. R. J., Cox.
 Lender, H. J. B., M. M. 1c.
 Leveille, George, M. M. 2c.
 Lichtendahl, Coenraad, Cox.
 Lindopp, Joseph, Seaman.
 Linzey, James, B. M. 1c.
 Litz, J. J., O. S.
 Lofgren, C. G., E. 2c.
 Lomasney, J. A., H. A. 1c.
 Longworth, Edward, F. 2c.
 Loudenslager, Lloyd, O. S.
 Loudon, R. M., O. S.
 Lowley, J. E., C. P.
 Luddy, J. E., Cox.
 Luenser, F. O. R., Seaman.
 Luke, I. J., C. P.
 Lund, A. J., C. P.
 Lundy, C. R., O. S.
 Lutjens, C. F., P. and F.
 Lutz, F. O., O. S.
 Lynch, J. J., C. P.
 Lynch, W. P., F. 1c.
 Lyons, John, Oiler.
 McCallum, Daniel, Q. M. 3c.
 McCormack, Ralph, E. 3c.
 McCormack, William, Oiler.
 McDonald, E. B., O. S.
 McEwan, J. C., F. 1c.
 McGee, W. F., Seaman.
 McGill, A. A., C. P.
 McGill, W. J., O. S.
 McGregor, R. R., C. P.
 McGuire, W. L., M. Att. 2c.
 McKay, J. D., Seaman.
 McKenzie, Adolph, O. S.
 McKeon, J. J., F. 2c.
 McKeown, W. H., W. T.
 McKeown, W. J., F. 1c.
 McLaren, R. F., O. S.
 McLean, O. S., O. S.
 McLellan, R. B., Seaman.
 McMenamin, Daniel, Seaman.
 McMullen, W. D., Printer.
 McNalley, J. P., Seaman.
 McNemar, M. J., Ch. M. M.
 McNichols, C. H., Cox.
 McNulty, J. F., F. 1c.
 McPherson, A. R., Stw.
 McQuaid, Frank, O. S.
 McVicar, R. G., C. P.
 Maginniss, A. E., E. 1c.
 Mainard, Marshall, O. S.
 Major, George, O. S.
 Malcolm, P. N., Seaman.
 Malone, Barney, Ch. W. T.
 Malone, T. J., C. P.
 Marcum, J. H., C. P.
 Marshall, A. L., Seaman.
 Marshall, J. P., Cox.

- Martin, D. C., O. S.
 Martin, R. F., O. S.
 Martin, W. H., Seaman.
 Mason, H. T., Seaman.
 Mason, I. A., Cox.
 Mathewson, Ward, O. S.
 Mathis, James, Seaman.
 Maul, Hugo, C. O.
 Meade, M. J., Seaman.
 Meinken, Henry, Cox.
 Mercer, G. C., O. S.
 Merk, August, C. P.
 Messner, J. E., W. T.
 Meyer, George, O. S.
 Meyer, G. H., O. S.
 Michel, W. J., T. C. 1c.
 Midgett, J. W., M. Att. 3c.
 Mikelait, H. O., C. P.
 Miley, G. K., O. S.
 Miller, J. A., Q. M. 3c.
 Miller, John, Mus. 2c.
 Miller, Levi, C. M. 2c.
 Miskill, J. B., Bkr. 2c.
 Mooney, Jesse, G. M. 3c.
 Moore, D. C., E. 2c.
 Moore, F. M., O. S.
 Moore, J. O., O. S.
 Morahan, F. P., O. S.
 Moran James, Seaman.
 Moran, P. A., F. 2c.
 Morgan, C. L., E. 3c.
 Morley, E. G., F. 1c.
 Morris, C. P., E. 2c.
 Morrison, W. A., O. S.
 Moses, C. B., M. M. 2c.
 Moss, E. R., Yeo. 2c.
 Mostyn, M. McP., C. M. 3c.
 Mottau, F. A., P. and F.
 Muir, William, Seaman.
 Mullins, James, Oiler.
 Munger, Ray C., F. 2c.
 Murphy, O. J., G. M. 1c.
 Murray, William, Seaman.
 Myers, W. M., M. Att. 3c.
 Narrance, M. B., O. S.
 Navarro Angelo, H. A. 1c.
 Neay, Edward, Oiler.
 Nelson, J. P., O. S.
 Newlin, A. J., C. P.
 Newman, C. O., O. S.
 Newman, H. S., F. 1c.
 Nielsen, N. P., B. M. 2c.
 Nielsen, Osman, Csmth.
 Nolan, E. M., S. C. 3c.
 Nolan, J. J., O. S.
 Nolan, T. J., O. S.
 Norton, R. F., O. S.
 Norton, W. J., M. M. 1c.
 Novak, George, F. 1c.
 Noyes, L. W., O. S.
 O'Brien, R. J., Seaman.
 O'Connor, C. H., Mus. 2c.
 O'Donnell, J. T., O. S.
 Oetken, M. E., Seaman.
 O'Keefe, W. E., Seaman.
 O'Meally, Patrick, C. P.
 O'Neill, W. J., C. P.
 Opolsky, B. M., Seaman.
 Orcutt, A. R., F. 1c.
 Ores, Michael, F. 1c.
 Osborn, W. E., C. P.
 Oviatt, C. L., E. 3c.
 Paille, George, G. M. 2c.
 Palmer, A. L., E. 3c.
 Palmer, J. P., Cab. Stw.
 Panain, Nickles, B. M. 2c.
 Parker, J. L., O. S.
 Peasley, E. D., O. S.
 Pember, E. C., O. S.
 Percival, Harry, Cox.
 Petersen, Frederek, W. T.
 Petersen, J. H., Bkr. 1c.
 Petersen, W. C., O. S.
 Petersen, Oskar, Seaman.
 Petterson, O. E., B. M. 2c.
 Peyton, Patrick, W. T.
 Phillips, A. S., Seaman.
 Phillips, William, G. M. 1c.
 Pierce, Henry, Mus. 2c.
 Pilbled, Ivar, O. S.
 Piotrowski, J. F., O. S.
 Pittman, Letcher, Ch. Yeo.
 Podrasky, John, F. 2c.
 Pohl, C. W., Scaman.
 Pohl, E. W., O. S.
 Poland, C. H., Ch. Yeo.
 Pomelek, Joseph, Blksmth.
 Pope, E. T., O. S.
 Potter, James, C. P.
 Powley, R. L., O. S.
 Presbury, S. M., O. S.
 Priis, John, Seaman.
 Provan, Robert, Bugler.
 Pung, J. A., O. S.
 Rader, Abraham, C. P.
 Raderick, Th., Ch. M. at A.
 Bandall, A. T., M. Att. 3c.
 Randall, W. L., C. P.
 Randell, C. M., M. Att. 3c.
 Ratchli, Sneaman, G. M. 3c.
 Rausch, George, O. S.
 Redmiles, A. F., O. S.
 Reed, B. A., O. S.
 Regner, Julius, Seaman.
 Reilly, P. J., O. S.
 Reiman, Charles, F. 2c.
 Reinhard, G. W., L. for Yeo.
 Reinhold, Frederick, F. 1c.
 Reising, S. H., S. C. 4c.
 Reynolds, H. L., C. P.
 Reynolds, G. F., F. 2c.
 Rheln, L. W., O. S.
 Rice, A. R., Ch. E.
 Rice, J. R., C. P.
 Rich, Louis, O. S.
 Richardson, H. T., M. Att. 1c.
 Riddick, Narrio, F. 2c.
 Rieger, George, C. P.
 Ring, J. J., Seaman.
 Ringer, E. H., Seaman.
 Robbins, Clayton, Cox.
 Roberts, G. W., O. S.
 Roberts, H. R., F. 1c.
 Roberts, L. S., O. S.
 Robertson, Harry, O. S.
 Robidoux, O. C., O. S.
 Robinson, H. C., Oiler.
 Robinson, Malory, Cab. Stw.
 Rogers, J. C., H. A. 1c.
 Rollins, O. O., Q. M. 1c.
 Romano, Anton, O. S.
 Romine, P. W., F. 2c.
 Rookaird, F. J., Seaman.
 Rose, O. E., Mus. 2c.
 Ross, W. H., O. S.
 Rothe, F., Ch. E.
 Rothgery, L. N., O. S.
 Rothmund, Rudolph, F. 1c.
 Rountree, Walter, O. S.
 Rowe, Dale A., O. S.
 Rowles, M. O., C. P.
 Rumbines, Angel, M. Att. 2c.
 Rush, Edward, Seaman.
 Russ, R. A., C. P.
 Russell, A. T., Seaman.
 Sadler, J. W., O. S.
 Sager, E. J., F. 2c.
 Sargent, R. W., O. S.
 Sauerbeck, Charles, Cox.
 Sawyer, C. A., O. S.
 Schaffer, W. F., G. M. 3c.
 Schagane, P. F., E. 1c.
 Schaine, Mever, G. M. 2c.
 Schalow, A. E., Seaman.
 Schell, C. T., O. S.
 Schlapkohl, Rudolph, F. 1c.
 Schlichting, Anton, B. M. 1c.
 Schlosser, H. A., O. S.
 Schmidt, B. F., G. M. 3c.
 Schmidt, Fred, G. M. 2c.
 Schmitt, Irvin, O. S.
 Schoendorf, P. L., O. S.
 Schooler, P. H., G. M. 3c.
 Schrumm, Albert, F., 2c.
 Schulz, Otto, F. 1c.
 Schumacker, B., Ch. Q. M.
 Schwab, F. A., O. S.
 Schwank, John, Mus. 2c.
 Schwind, George, O. S.
 Scully, J. P. A., M. Att. 3c.
 Seeger, W. A., O. S.
 Seiler, E. J., Seaman.
 Seki, S., Stw. to C. in C.
 Sellow, P. B., Seaman.
 Seneci, Orazio, Mus. 2c.
 Setzer, T. L., O. S.
 Sharp, A. G., O. S.
 Shaw, John, S. C. 3c.
 Sherfey, J. W., O. S.
 Sherry, Patrick, F. 1c.
 Shockley, C. R., W. R. Cook.
 Shoemaker, J. H., Mus. 2c.
 Shouski, J. F., C. P.
 Shugrue, P. L., G. M. 3c.
 Sievert, G. A., Seaman.
 Simard, A. G., O. S.
 Simms, B. R., M. Att. 3c.
 Sise, J. L., O. S.
 Sisitscki, A. J., Seaman.
 Skeen, H. C., Q. M. 3c.
 Skinner, F. J., O. S.
 Slaughter, William, Seaman.
 Slicer, H. T., Seaman.
 Smith, B. E., F. 2c.
 Smith, C. A., M. M. 1c.
 Smith, Elgin, O. S.
 Smith, Fredie, M. Att. 3c.
 Smith, F. C., O. S.
 Smith, F. D., F. 1c.
 Smith, George, Cox.
 Smith, J. B., F. 1c.
 Smith, R. F. I., Sfrt. 1c.
 Snee, A. V., Seaman.
 Snodgrass, S. O., O. S.
 Soderblom, K. G., W. T.
 Soule, E. C., C. O.
 Span~ W. F., C. M. 1c.
 Sparks, R. G., E. 1c.
 Spencer, J. C., O. S.
 Spisak, George, Seaman.
 Stahlman, John, W. T.
 Stauffer, J. F., Oiler.
 Stein, R. F., Seaman.
 Stewart, Alexander, Ch. M. M.
 Stillwell, J. H., Mus. 1c.
 Stinsley, J. E., C. P.
 Stocks, O. A., O. S.
 Stollmeir, Adolf, C. P.
 Stoltz, L. V., C. M. 2c.
 Sout, G. F., M. Att. 1c.
 Strang, F. W., O. S.
 Street, P. J., C. P.
 Striegel, J. W., O. S.
 Stroh, G. D., F. 2c.
 Stuart, T. H., B. M. 2c.
 Sullivan, Frank, C. P.
 Sullivan, J. J., F. 2c.
 Sullivan, J. J. B., Seaman.
 Summers, W. H., F. 1c.
 Svenson, A. J., Ch. T. C.
 Swartz, E. E., O. S.
 Taber, C. H., Oiler.
 Taft, H. L., O. S.
 Talmage, R. A., Seaman.
 Tate, J. H., M. Att. 3c.
 Tatum, C. H., Stg. Stw.
 Tedder, A. E., Ptr. 3c.
 Tennant, Edward, O. S.
 Thomas, Clifford, O. S.
 Thomas, J. E., O. S.
 Thompson, J. W., O. S.
 Thompson, L. T., O. S.
 Thompson, Minert, M. M. 2c.
 Thompson, Samuel, M. A. 3c.
 Thompson, Thomas, Q. M. 1c.
 Thompson, W. F., O. S.
 Thornton, J. P., O. S.
 Tice, J. P., S. C. 4c.
 Tillman, Thomas, W. O. Ck.
 Tisne, E. R., C. P.
 Todd, W. S., Cab. Ck.
 Tonor, F. D., O. S.
 Tonor, John, C. P.

Tracy, J. W., C. P.
 Treacy, Michael, W. T.
 Tremmer, L. P., M. M. 1c.
 Trimble, Donald, W. T.
 Tucker, H. W., G. M. 3c.
 Tucker, T. L., Printer.
 Turner, J. A., M. A. 3c.
 Turner, Jesse, M. M. 2c.
 Turner, S. V., O. S.
 Tyrell, John, C. P.
 Updegraff, S. N., M. at A. 3c.
 Vachette, G. P., F. 3c.
 Van Caster, Emile, C. Q. M.
 Van Meter, B. L., O. S.
 Vaughn, C. E., Seaman.
 Vincent, H. C., O. S.
 Vormstein, Henry, O. S.
 Waespe, Carl, C. Q. M.
 Wagner, A. P., F. 1c.
 Wahlstrom, E. H., Sea.
 Walker, D. J., M. A. 3c.
 Walker, H. H., O. S.
 Wallace, B. H., O. S.
 Ward, H. H., Seaman.
 Ward, T. A., M. at A. 2c.
 Warren, C. L., O. S.
 Watkins, R. H., G. M. 3c.
 Webb, R. H., O. S.
 Weber, J. A., M. M. 2c.
 Webster, John, W. T.
 Wegner, O. F., Mus. 1c.
 Weidner, J. F., T. C. 1c.
 Weingaertner, L., F. 2c.
 Wells, C. S., F. 2c.
 Wessel, Leo, C. M. 3c.
 Westphael, R. F. E., Mus. 2c.
 Whelan, P. S., M. M. 1c.
 White, Wilbur, O. S.
 Whittington, H. D., Bkr. 2c.
 Wich, John, C. P.
 Wick, W. O., O. S.
 Wickwire, George, O. S.
 Wilkinson, G. H., Oiler.
 Will, C. O., E. 3c.
 Williams, Benjamin, Cox.
 Williams, Charles, Mus. 2c.
 Williams, David, F. 1c.
 Williams, George, F. 1c.
 Williams, Warwick, Seaman.
 Williamson, H. J., B. M. 2c.
 Williamson, William, O. S.
 Willis, H. W., O. S.
 Willis, R. Q., B. M. 1c.
 Wills, K. C., C. P.
 Wilson, Bird, O. S.
 Wilson, F. J., C. P.
 Wilson, F. J., C. M. M.
 Wilson, Lester, M. A. 3c.

Wilson, M. P., E. 3c.
 Wilson, Monroe, M. A. 3c.
 Wind, John, C. P.
 Wolhar, J. M., O. S.
 Wood, T. R., O. S.
 Woodworth, W. L., C. Yeo.
 Young, E. H., Seaman.
 Young, J. C., O. S.
 Zeno, H. F., M. A. 3c.
 Zucker, F. C., O. S.
 Zvonar, F. P., O. S.

Marine Guard.

Klein, C. O., 1st Sergt.
 Hoffman, S. W., Sergeant.
 Karstaedt, F. W., Sergeant.
 Lent, R. De W., Sergeant.
 Heckashome, W. W., Corpl.
 Loftus, T., Corpl.
 Mitchell, W. E., Corpl.
 Farquharson, A., Corpl.
 F. id, C. S., Drummer.
 Humphreys, W. H., Jr.,
 Drummer.
 Kennedy, L. H., Trumpeter.
 Angell, G. A., Private.
 Abrams, M., Private.
 Bennett, G., Private.
 Byers, F., Private.
 Burnett, H. L., Jr., Private.
 Brown, J. W., Private.
 Brown, C., Private.
 Brown, C. W., Private.
 Butts, D., Private.
 Cahill, J., Private.
 Corbett, W., Private.
 Carlson, A. H., Private.
 Curran, J. R., Private.
 Carpenter, E., Private.
 Davenport, J. W., Private.
 Fischer, F., Private.
 Franklin, C. E., Private.
 Fenner, F. M., Private.
 Fichtellug, M., Private.
 Fitzgerald, P., Private.
 Fennell, W., Private.
 Friebele, A. R., Private.
 Gallinger, E., Private.
 Gillespie, U. M., Private.
 Gilliam, R. E., Private.
 Gibbons, E., Private.
 Graham, R., Private.
 Gilbert, E., Private.
 Gorrell, E. W., Private.
 Hadlick, C. F., Private.
 Haffy, E. J., Private.

Hullinger, E., Private.
 Hubbard, L. L., Private.
 Hughes, C. A., Private.
 Henchey, W. H., Private.
 Hindriahs, F., Private.
 Hunter, R., Private.
 Hyams, J., Private.
 Halbert, C. A., Private.
 Hogan, E., Private.
 Jackson, W. L., Private.
 Jorgenson, E. L., Private.
 Kronenberger, J., Private.
 Leary, P. J., Private.
 Larner, J., Private.
 Logan, W., Private.
 Lutz, L. F., Private.
 Liber, H., Private.
 Mellin, W. F., Private.
 Marhafer, E. W., Private.
 McCleary, R. J., Private.
 McBride, C. B., Private.
 Morgan, W., Private.
 Merrill, G., Private.
 Murphy, E. D., Private.
 Mason, J., Private.
 Myers, F., Private.
 Myer, G. E. Jr., Private.
 McCarthy, E. P., Private.
 Miller, W. P., Private.
 Moore, J. A., Private.
 McCormack, H. F., Private.
 Nuttall, J., Private.
 Paley, B. W., Private.
 Pierson, W., Private.
 Rohr, S., Private.
 Rare, H., Private.
 Rabe, J., Private.
 Ross, B., Private.
 Stahe, L. L., Private.
 Simmons, T. G., Private.
 Schmidt, C. J., Private.
 Strasser, C. D., Private.
 Singleton, E. R., Private.
 Shinski, J., Private.
 Spendiff, R. R., Private.
 Thurman, R., Private.
 Tipton, J. R., Private.
 Verbeck, W. M., Private.
 Winnicki, S., Private.
 Wilson, J. A., Private.
 Wilson, J. E., Private.
 Welch, J. C., Private.
 Wood, J. R., Private.
 Wollack, L. P., Private.
 Zentowski, G., Private.



Photo and Copyright by T. C. Muller. THE UNITED STATES BATTLESHIP KANSAS.
Captain C. E. Vreeland, Commanding.

UNITED STATES BATTLESHIP KANSAS.

Builders, Camden, N. S.
Launched September, 1905.
Completed January, 1907.

Normal displacement, 15,000 tons. Full load displacement, 17,650 tons. Length at water line, 450 feet. Beam, 76 5-6 feet. Maximum draught, 26 2-3 feet.

Guns:

4 12-inch, 45 Cal.
8 8-inch, 55 Cal.
12 7-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 1-pounders.
2 Machine, .30.
2 Automatic, .30.
2 Field Guns, 3-inch.
4 Submerged Torpedo Tubes,
21-inch.

Armor (Krupp):

9" Belt (amidships).
4" Belt (ends).
3" Deck (slopes).
7" Lower Deck Side.
10" Barbettes.
12-8" Turrets.
7" Battery.
2" Casements (14-pounders).
6"-4" Small Turrets.
9" Conning Tower.

Machinery: Two sets vertical 4-cylinder triple-expansion, two screws (outward turning). Boilers: 12 Babcock. Designed H. P. 16,500, equal 18 knots. Coal: Normal, 900 tons; maximum, 2,314 tons.

Captain C. E. Vreeland.
Lieut.-Comdr. P. Andrews.
Lieut.-Comdr. W. C. Cole.
Lieut. H. C. Mustin.
Lieut. J. K. Taussig.
Lieut. E. C. Kalbfus.
Lieut. A. B. Keating.
Lieut. J. M. Enochs.
Ensign J. S. Arwine.
Ensign W. F. Halsey.
Ensign C. R. P. Rodgers.
Ensign H. G. Bowen.
Midshipman W. P. Williamson.
Midshipman W. S. Farber.
Midshipman A. D. Turnbull.
Midshipman A. M. Cohen.
Midshipman S. Danenhowser.
Midshipman C. F. Blackburn.
Midshipman T. A. Svington.

Midshipman R. S. Galloway.
Midshipman E. A. Ewing.
Midshipman J. Brooks.
Midshipman G. W. Simpson.
Midshipman J. Parker, Jr.
Midshipman E. D. Almy.
Surgeon J. M. Moore.
P. A. Surgeon F. A. Asserson.
Paymaster J. H. Merriam.
Captain A. E. Harding, U. S. M. C.
Second Lieut. H. S. Green, U. S. M. C.
Chief Boatswain J. Dowling.
Gunner W. Irwin.
Gunner C. D. Holland.
Carpenter L. A. Maaske.
Warrant Machinist E. G. Affleck.
Warrant Machinist J. L. Barnswell.
Warrant Machinist F. R. Barker.
Pay Clerk C. F. Bennett.

Abel, W. E., C. P.
Adams, Joseph, O. S.
Adams, Robert, F. 1c.
Agnew, J. H., Ch. W. T.
Aikman, Roy, H. Stw.
Alexander, T. H., O. S.
Allen, D. N., O. S.
Alton, H. L., Cm. Stw.
Amos, Roy, G. M. 3c.
Anderson, E. J. B., F. 2c.
Anderson, F. E., O. S.
Anderson, P. P., O. S.
Anderson, Peter, C. P.
Anderson, Jessie, M. Att. 3c.
Anderson, S. L., Bmakcr.
Anderson, W. G., Cox.
Apple, J. L., F. 1c.
Appleby, Harold, O. S.
Aston, LeR. M., O. S.
Audette, Edward, O. S.
Authors, W. H., O. S.
Bach, Fred, O. S.
Baguorni, G., 1st Mus.
Baillergeon, N. J., Oiler.
Baker, C. A., Seaman.
Baker, C. S., B. Master.
Baker, F. L., C. P.
Baldwin, M. A., Ch. El.
Banks, F. T. H., F. 2c.
Barcliff, A. L., M. Att. 3c.
Barr, L. O., C. P.
Barrett, A. L., Stw.
Barney, C. P., Mus. 2c.
Barnes, Charles, M. Att. 2c.
Barnes, W. E., El. 3c.
Bassett, F. C., F. 2c.
Bastain, S. L., C. P.
Bather, R. H., C. P.
Batteast, R. E., C. P.
Baum, G. M., Oiler.
Bayer, Michael, C. P.

Bayer, Simon, O. S.
Beach, A. M., Seaman.
Bean, J. O., F. 2c.
Beauchamp, S. O., C. P.
Beerman, T. J., Seaman.
Behrens, J. H., Seaman.
Belknap, W. S., M. M. 2c.
Bell, Donald, Ch. W. T.
Bell, E. R., Seaman.
Bennett, Charles, Seaman.
Betterton, J. A., Seaman.
Beuhring, H. E., El. 3c.
Binlon, D. A., O. S.
Binnock, Matthew, Ptr. 1c.
Birk, E. A., O. S.
Bitterman, F. J., B. M. 2c.
Bjurstrom, L. W., O. S.
Blackwell, G. B., C. P.
Blazejewski, Frank, Seaman.
Blazo, W. A., O. S.
Blosser, J. M., F. 1c.
Blume, G. F., M. M. 2c.
Blust, W. J., C. M. 3c.
Bock, N. H., F. 2c.
Boggess, C. W., C. P.
Boissou, R. E., M. M. 2c.
Boland, J. J., Ch. M. M.
Ponasch, L. J., O. S.
Boorish, Joseph, Seaman.
Bottleberger, C. A., F. 1c.
Boulton, Frederick, F. 2c.
Bourassa, J. J., O. S.
Boyle, F. J., C. P.
Bracey, C. H., S. C. 1c.
Bradley, H. N., O. S.
Bradley, W. A., Ptr. 3c.
Breed, G. C., O. S.
Brewer, Richard, C. P.
Brisson, A. F., H. A. 1c.
Brock, Walter, O. S.
Brockmeyer, A. F., O. S.

Brown, B. J., Mus. 2c.
Brown, C. F., Seaman.
Brown, E. C., F. 2c.
Brown, J. F., F. 1c.
Brown, L. T., Cox.
Brown, Richard, O. S.
Bruning, William, O. S.
Bullington, F. O., C. P.
Burns, J. M., C. M. 3c.
Burton, F. W., O. S.
Bush, W. A., O. S.
Bushong, J. C., O. S.
Butler, E. L., C. M. 3c.
Byrd, J. H., O. S.
Cadott, J. J., O. S.
Callahan, J. B., F. 1c.
Callahan, J. P., C. P.
Cameron, Alexander, P. & F.
Cameron, F. A., O. S.
Campbell, Alexander, O. S.
Canavan, C. J., Seaman.
Capek, John, F. 2c.
Carle, H. D., O. S.
Carlson, Axel, Seaman.
Carlson, H. E., C. P.
Carlson, Iver, O. S.
Carlson, J. L., O. S.
Carr, M. A., C. P.
Carroll, A. M., O. S.
Carroll, Leo, O. S.
Carter, Minor, O. S.
Cathart, R. H., Blksmth.
Caulder, H. M., O. S.
Cavanaugh, P. F., T. C. 1c.
Chappell, N. H., O. S.
Cresfield, James, F. 2c.
Christiansen, P. A., B. M. 2c.
Christo, W. C., O. S.
Church, Harrison, C. P.
Cirvice, John, O. S.
Clark, C. C., Cox.

- Clark, Frank, M. at A. 1c.
 Clark, I. D., O. S.
 Clark, J. H. W., Mus. 2c.
 Clark, Napoleon, M. Att. 3c.
 Clark, W. E., M. Att. 3c.
 Clarke, C. L., O. S.
 Clarke, R. J., Seaman.
 Clements, J. P., Csmithh.
 Cloutman, F. T., Cox.
 Colbert, W. C., Ch. Yeo.
 Coleman, Grant, F. 2c.
 Collander, William, F. 1c.
 Collins, F. R., Cox.
 Collins, L. P., O. S.
 Collins, W. T., O. S.
 Conley, T. F., Seaman.
 Conrad, R. H., O. S.
 Cook, N. E., Ch. B. M.
 Cooper, W. J., W. O. Cook.
 Cormany, J. H., Seaman.
 Costanzo, T. G., W. T.
 Costelloe, William, Ch. Yeo.
 Courtney, C. DeW., F. 2c.
 Coururier, M. A., O. S.
 Craig, Frank, B. M. 2c.
 Crampton, J. M., Yeo. 3c.
 Crane, H. W., O. S.
 Cranshaw, W. R., O. S.
 Crawford, H. H., El. 2c.
 Crawford, Hezekiah, F. 1c.
 Crawley, H. R., Seaman.
 Crislip, C. E., F. 1c.
 Cronin, Jesse, Seaman.
 Crudup, John, Oiler.
 Cullen, T. F., Seaman.
 Cummings, A. H., Seaman.
 Cwiklinski, Joseph, O. S.
 Daly, J. F., O. S.
 Daniels, W. L., F. 1c.
 Dancer, Leon, Yeo. 2c.
 Darby, R. L., O. S.
 Daub, A. J., Seaman.
 Davis, Frank, O. S.
 Davidson, George, C. P.
 Dawson, H. W., Ch. C. Stw.
 Day, A. E., S. F. 1c.
 DeLaHunt, H. A., Cox.
 DeMoss, E. L., El. 3c.
 DePietro, Anthony, O. S.
 Deary, J. H., C. P.
 Decker, Charles, C. P.
 Delameter, Fred, Seaman.
 Dempsey, F. B., M. M. 2c.
 Dempsey, James, S. M. M.
 Denbo, B. O., O. S.
 Deyo, Harry, F. 2c.
 Dickerson, Albert, W. R. Ck.
 Dierkes, H. D., O. S.
 Dineen, D. J., Seaman.
 Dippold, F. C., O. S.
 Dixon, W. F. A., Ch. T. C.
 Dixon, W. E., F. 1c.
 Dole, Francis, C. P.
 Dollarhide, Griffin, Seaman.
 Donner, A. D., Jr., Oiler.
 Douda, T. C., S. C. 2c.
 Dougherty, J. J., O. S.
 Dougherty, J. L., O. S.
 Douglas, S. T., El. 3c.
 Dowell, F. L., Seaman.
 Downs, E. L., O. S.
 Dozier, H. R., O. S.
 Dronenberg, Henry, O. S.
 Duell, T. H., G. M. 3c.
 Duke, F. N., O. S.
 Dundon, T. J., O. S.
 Dunlap, F. E., M. Att. 3c.
 Dunlap, W. B., O. S.
 Dunn, J. F., F. 2c.
 Dunne, Charles, Ch. M. M.
 Durkin, J. M., O. S.
 Durkin, T. A., Seaman.
 Earl, L. H., F. 2c.
 Ebaugh, C. L., O. S.
 Edwards, J. C., O. S.
 Efner, C. N., M. at A. 3c.
 Ehrhorn, H. C., Seaman.
 Eley, Walter, M. Att. 3c.
 Ellis, G. J., Ch. M. M.
 Emer, Joseph, O. S.
 Evans, E. G., T. C. 1c.
 Fairfield, E. S., O. S.
 Fairhead, J. F., P. and F.
 Farrow, L. R., O. S.
 Fauth, Edward, G. M. 3c.
 Fay, P. H., F. 2c.
 Fensterer, A. H., F. 1c.
 Ferral, W. J. J., Oiler.
 Ferris, Frank, Bugler.
 Feuerbach, G. A., Seaman.
 Feuerhahn, Herman, Mus. 1c.
 Fhel, C. H., O. S.
 Fina, Joseph, O. S.
 Fisher, A. G., C. P.
 Fisher, Henry, Yeo. 3c.
 Flanagan, John, F. 1c.
 Flann, W. K., O. S.
 Flowers, Glen, Mus. 2c.
 Foley, H. E., C. P.
 Folger, Everett, W. T.
 Ford, A. J., O. S.
 Francis, J. C., Cox.
 Freund, W. F., Seaman.
 Frost, Elvia A., O. S.
 Fulk, E. E., O. S.
 Fuller, Joseph, B. M. 1c.
 Fuller, R. C., F. 1c.
 Fullerton, Myrte, El. 1c.
 Gage, B. H., C. P.
 Gaines, H. B., F. 1c.
 Gallagher, Bartley, F. 2c.
 Gallagher, H. F., Ch. Yeo.
 Gardiner, C. J., F. 2c.
 Garnes, W. O., Mus. 2c.
 Garry, W. F., C. P.
 Gavan, F. W., W. T.
 Geltmaker, C. H., O. S.
 Gerner, E. P., O. S.
 Gilbert, H. R., H. A. 1c.
 Gillespie, Loring, Seaman.
 Glensbeckel, George, F. 2c.
 Goldbeck, Casper, O. S.
 Gollightly, Thomas, Q. M. 3c.
 Gombard, J. G., O. S.
 Gooding, Reynale, O. S.
 Goodman, C. A., M. M. 2c.
 Goodwin, G. A., O. S.
 Gorman, Joe, F. 1c.
 Gough, Robert, M. M. 2c.
 Grace, J. E., El. 3c.
 Grace, J. J., C. M. 3c.
 Grace, W. F., O. S.
 Graham, F. D., Seaman.
 Grahm, Charles, Q. M. 2c.
 Granquist, P. E., C. P.
 Gray, Leonard, M. Att. 3c.
 Greer, C. S., Jr., O. S.
 Gregg, James, F. 2c.
 Griffin, E. M., O. S.
 Grimes, James, F. 1c.
 Griswold, E. D., O. S.
 Groh, John, Jr., Seaman.
 Grois, Martin, Jr., C. P.
 Groves, W. M., O. S.
 Grow, F. I., F. 2c.
 Grundy, W. F., O. S.
 Gruver, W. A., W. T.
 Gunther, H. G., Seaman.
 Hall, Harry, O. S.
 Hall, J. W., Ch. M. M.
 Haley, William, M. Att. 3c.
 Halley, P. J., Oiler.
 Hanna, Samuel, Cox.
 Hansen, T. R., W. T.
 Hamilton, Guy, O. S.
 Haralson, A. H., O. S.
 Hardy, E. G., Seaman.
 Hargrave, W. H., W. T.
 Harrington, J. H., Cox.
 Harris, H. J., O. S.
 Harris, J. J., Seaman.
 Harris, L. N., M. Att. 3c.
 Harris, W. H., Seaman.
 Hartman, Charles, Seaman.
 Harton, M. H., C. P.
 Harwell, F. R., O. S.
 Hass, Henry, C. P.
 Hastings, H. A., W. T.
 Hatzfeld, J. P., S. C. 4c.
 Hatzfeld, R. A., Bkr. 2c.
 Haugen, Guy, O. S.
 Hawke, G. E., C. P.
 Hayes, G. B., C. P.
 Hayes, John, W. T.
 Hayes, J. G., O. S.
 Hayes, Edward, Ch. W. T.
 Heaney, G. F., O. S.
 Hehr, J. W., O. S.
 Heineman, C. E., G. M. 3c.
 Heinsius, R. L., Seaman.
 Helming, J. H., C. P.
 Herrin, V. C., El. 3c.
 Hicks, T. H., W. O. Cook.
 Hilbert, W. B., C. P.
 Hildebrandt, A. R., Cox.
 Hill, B. E., Seaman.
 Hiller, J. E., Cox.
 Hinkelman, Emerson, F. 2c.
 Hobart, F. P., C. M. 2c.
 Hocking, J. F., M. M. 2c.
 Hodapp, C. L., O. S.
 Hoenck, O. V., G. M. 3c.
 Hoffman, E. L., O. S.
 Hoffman, Theodore, Yeo. 1c.
 Hogan, J. J., C. P.
 Holland, John, B. M. 2c.
 Holland, J. D., Seaman.
 Holmes, E. F., Ch. M. M.
 Holmes, George, F. 1c.
 Hopkins, Samuel, El. 2c.
 Hopp, Charles, F. 1c.
 Hoshour, A. N., O. S.
 Hove, H. L., O. S.
 Howard, Harry, Stw.
 Howard, H. H., Yeo. 3c.
 Howard, James, Ch. G. M.
 Howell, D. C., O. S.
 Hubbard, C. W., El. 3c.
 Huffman, G. E., O. S.
 Hug, Charles, Oiler.
 Hull, L. M., Ch. C. M.
 Humphreys, E. B., O. S.
 Iles, William, O. S.
 Isham, Edward, O. S.
 Jackson, E. W., O. S.
 Jackson, J. H., M. Att. 3c.
 James, Arthur, C. P.
 James, F. W., O. S.
 Jaudon, V. St. A., O. S.
 Jensen, Jacob, Seaman.
 Jerden, C. C., C. P.
 Johnson, A. J., W. T.
 Johnson, Burton L., C. P.
 Johnson, Henry, G. M. 3c.
 Johnson, Irvin, Oiler.
 Johnson, J. H., O. S.
 Johnston, John, O. S.
 Jolly, C. E., O. S.
 Jolly, Homer, O. S.
 Jones, Eddie, O. S.
 Jones, Edward, F. 1c.
 Jones, E. N., Oiler.
 Jones, H. J., O. S.
 Jones, J. E., O. S.
 Jordan, A. F., C. P.
 Jordan, C. T., T. C. 1c.
 Just, G. H., M. M. 1c.
 Kabat, William, O. S.
 Kane, R. M., O. S.
 Kane, Walter, O. S.
 Kano, Tsuni, Cab. Cook.
 Kappel, Charles, O. S.
 Kasburg, William, Cox.
 Kayes, F. W., S. C. 4c.
 Keegan, James, Oiler.
 Keenen, B. V., El. 2c.
 Keller, John, F. 1c.
 Kelley, E. L., O. S.
 Kelley, J. M., Seaman.
 Kelly, Charles, F. 2c.
 Kenski, L. A., F. 1c.

- Kephart, N. G., Seaman.
 Kern, D. C., Mus. 2c.
 Key, Sam, M. Att. 3c.
 Kilgore, J. S., O. S.
 King, Henry, W. T.
 King, L. E., B. M. 2c.
 King, William, G. M. 3c.
 Kinsman, B. J., O. S.
 Kittel, Frederick, Seaman.
 Klingelhoefter, G. J., Sea.
 Knapp, H. J., Cox.
 Knoblock, P. J., El. 3c.
 Kocih, Joseph, O. S.
 Kohl, Joseph, F. 1c.
 Kohn, William, Cox.
 Kolde, E. H., O. S.
 Kondo, Seneje, Cab. Stw.
 Korst, Charles, T. C. 1c.
 Korta, C. J., O. S.
 Kouns, J. P., O. S.
 Krauss, C. C., C. P.
 Kreig, Charles, Seaman.
 Kriss, J. G., O. S.
 Kruger, H. F., O. S.
 Krutz, C. H., O. S.
 Kuchera, M. H., Seaman.
 Kutchera, J. W., O. S.
 Lambert, D. G., O. S.
 Lanctot, L. F., C. P.
 Langenstein, C. H., S. F. 2c.
 Laurence, Edward, O. S.
 Lavender, B., M. Att. 3c.
 Lawrence, C. W., F. 2c.
 Lawrence, W. R., El. 3c.
 Lawson, Ray, O. S.
 Lay, Perry, Seaman.
 Leavall, W. P., C. P.
 Leavey, W. L., O. S.
 Lebb, Simon, B. M. 1c.
 Legere, F. J., Q. M. 1c.
 Lem, Wong, M. Att. 3c.
 Lennox, W. A., Bkr. 1c.
 Lentz, Theobald, Blksmith.
 Leonard, B. W., O. S.
 Leonard, C. A., O. S.
 Leudemann, Rudolf, Seaman.
 Leutzinger, C. M., F. 2c.
 Lewis, A. S., F. 2c.
 Lewis, E. G., O. S.
 Lincoln, G. H., F. 2c.
 Lindroth, Samuel, G. M. 3c.
 Lloyd, Joseph, M. Att. 3c.
 Lombard, G. B., O. S.
 Lucchini, Giuseppe, Mus. 1c.
 Lumford, Willie, C. P.
 Lumpkin, J. W., O. S.
 Lusignan, Edward, F. 2c.
 Lutz, C. J., Seaman.
 Lutz, G. J., G. M. 3c.
 Lux, Gustaf, Seaman.
 Lynch, J. J., Seaman.
 Lynch, J. M., O. S.
 Lyons, Martin, C. P.
 MacBride, John, O. S.
 MacArthur, S. C., Cox.
 McBride, J. D., M. at A. 3c.
 McCandlish, R. B., Ch. W. T.
 McCauley, F. A., C. P.
 McCaw, John, W. T.
 McCort, J. J., F. 2c.
 McCoy, E. E., M. Att. 3c.
 McDonald, J. A., O. S.
 McDonough, Thomas, O. S.
 McCracken, C. H., Seaman.
 McEllroy, C. F., G. M. 2c.
 McGee, R. I., El. 3c.
 McGuire, Paul, Seaman.
 McIlheney, P. J., Seaman.
 McKain, C. A., O. S.
 McKee, A. A., S. C. 4c.
 McKee, J. C., F. 1c.
 McNulty, Francis, C. P.
 Maddy, Clifford, O. S.
 Mahoney, J. J., O. S.
 Mandell, E. M., Cox.
 Mang, A. C., M. M. 2c.
 Manley, E. B., M. M. 2c.
 Manning, G. W., O. S.
 Manz, Louis, F. 2c.
 Marks, Parham, G. M. 3c.
 Martin, A. O., C. P.
 Martin, C. W., O. S.
 Martes, John, C. P.
 Martin, DeMont, O. S.
 Mason, H. M., M. M. 2c.
 Mason, J. A., F. 1c.
 Maus, J. H., G. M. 3c.
 Mayer, O. F. R., O. S.
 Maynard, W. R., S. C. 2c.
 Mayo, J. H., M. Att. 3c.
 Mayo, Kenneth, Oiler.
 Meeske, William, O. S.
 Mensgier, Christopher, Sea.
 Monks, C. J., O. S.
 Messer, J. H., F. 1c.
 Mesner, R. G., Seaman.
 Metzger, Fredeline, Jr., Stw.
 Mick, F. W., Cox.
 Milburn, Hiram, O. S.
 Miller, C. C., O. S.
 Miller, E. M., B. 2c.
 Miller, F. L., O. S.
 Miller, L. L., C. P.
 Miller, P. H., F. 2c.
 Miller, W. A., Mus. 2c.
 Milner, L. L., C. P.
 Mitchell, James, Seaman.
 Mitten, L. L., O. S.
 Mogridge, Frank, Ch. Q. M.
 Moline, B. A., F. 1c.
 Mollston, H. D., M. Att. 3c.
 Montgomery, W. C., O. S.
 Moon, J. C., C. P.
 Moran, J. A., G. M. 3c.
 More, William, C. P.
 Morgan, B. R., S. C. 4c.
 Moriarity, P. J., F. 1c.
 Morris, G. A., C. P.
 Morrow, A. T., F. 2c.
 Moses, M. M., O. S.
 Moyer, LeR., Ch. Yeo.
 Mueller, E. E., M. M. 2c.
 Mulhern, J. J., G. M. 1c.
 Mull, W. W., O. S.
 Mullen, W. E., W. T.
 Mulligan, C. J., Seaman.
 Mullins, J. D., Blksmith.
 Mulvey, James, F. 1c.
 Murphy, D. J. P., O. S.
 Murphy, J. V., C. P.
 Murphy, J. W., F. 2c.
 Murphy, J. E., F. 1c.
 Muters, A. M., O. S.
 Nash, Theodore, M. Att. 3c.
 Neal, R. G., C. P.
 Needham, Harry, O. S.
 Neerguard, Frederick, O. S.
 Nelligan, F. J., Yeo. 2c.
 Nelson, Ben, O. S.
 Nelson, O. F., O. S.
 Nelson, Peter, O. S.
 Nichol森, J. B., S. F. 1c.
 Nichol森, W. E., F. 2c.
 Noel, F. P., M. M. 1c.
 Nordmeyer, W., Ch. M. at A.
 Norris, Alfred, M. Att. 3c.
 Nixon, W. H., M. Att. 2c.
 Nuetz, L. P., F. 2c.
 O'Brien, F. J., Seaman.
 O'Brien, J. P., S. C. 3c.
 O'Connell, F. F., O. S.
 O'Donnell, M. M., M. at A. 3c.
 O'Neil, J. J., O. S.
 O'Neil, T. J., F. 1c.
 O'Neil, L. W., El. 3c.
 O'Neill, C. J., O. S.
 O'Rourke, James, O. S.
 Oeth, W. E., B. M. 2c.
 Oliver, Edward, O. S.
 Olsen, A. E., Seaman.
 Orcutt, H. R., O. S.
 Osborn, C. E., O. S.
 Ozama, Stanley, C. P.
 Pabst, B. F., Seaman.
 Parish, J. H., O. S.
 Parmenter, G. L., C. P.
 Passineau, N. D., O. S.
 Patten, J. A., O. S.
 Pauline, A. R., O. S.
 Payton, C. C., O. S.
 Payton, H. H., C. P.
 Peace, H. M., Ch. M. M.
 Pearl, Edward, Seaman.
 Peifer, H. L., Bmaker.
 Pepple, C. L., O. S.
 Perkins, E. L., O. S.
 Peterman, F. G., M. M. 1c.
 Peters, Alexander, Ch. G. M.
 Peterson, George, O. S.
 Peterson, W. R., El. 2c.
 Pfeiffer, Frank, Ptr. 3c.
 Pfeiffer, Louis, O. S.
 Phillips, B. F., Mus. 2c.
 Pierce, C. E., O. S.
 Pierre, C. D., B. 2c.
 Pike, Walter, O. S.
 Pinkus, Michael, O. S.
 Piper, C. R., Cox.
 Pitts, D. L., Mus. 2c.
 Plummer, I. L., O. S.
 Porter, Douglass, G. M. 3c.
 Posey, V. L., Bmaker.
 Powell, C. S., O. S.
 Pownall, R. M., El. 1c.
 Prengel, C. O., Jr., S. C. 4c.
 ReHeart, Clifford, O. S.
 Ramsay, Olan, Seaman.
 Randell, R. E., S. C. 3c.
 Rasmusson, A. G., Cox.
 Rathbun, L. D., O. S.
 Rausch, F. A., C. P.
 Rawlingston, R. J., O. S.
 Reader, W. D., Seaman.
 Reed, H. M., H. A. 1c.
 Reeves, W. G., O. S.
 Regan, Joseph, O. S.
 Regan, R. H., O. S.
 Reichling, Henry, Ch. Q. M.
 Reid, Bert, O. S.
 Remaley, W. L., M. M. 2c.
 Rhodes, A. M., O. S.
 Richards, George, Cox.
 Richmond, Obadiah, O. S.
 Riley, A. B., O. S.
 Roach, J. F., O. S.
 Roadarnel, G. W., Oiler.
 Robb, L. G., O. S.
 Robb, William, B. 2c.
 Roberts, W. S., Seaman.
 Robins, Joseph, O. S.
 Robinson, James, Ch. T. C.
 Robinson, J. R., O. S.
 Robinson, R. J., F. 1c.
 Rock, F. J., O. S.
 Romaine, W. H., C. P.
 Roncoroni, J. A., O. S.
 Roper, H. L., O. S.
 Roseman, W. F., O. S.
 Ross, W. E., Cox.
 Rottman, C. F. A., El. 1c.
 Russell, J. B., Seaman.
 Russell, Victor, O. S.
 Rutledge, W. B., C. P.
 Ryan, G. G., O. S.
 Ryan, Peter, O. S.
 Sabins, Samuel, Seaman.
 Sallis, R. L., O. S.
 Saldana, Louis, Q. M. 3c.
 Sammer, H. J., Mus. 2c.
 Sandefur, O. W., O. S.
 Seger, C. L., C. P.
 Seip, J. C., F. 2c.
 Schaefer, Simon, C. P.
 Schaeffer, W. T., El. 1c.
 Schepke, Herman, O. S.
 Schiffbauer, Robert, Jr., O. S.
 Schmaltz, D. F., O. S.
 Schneider, Joseph, Mus. 2c.
 Schnell, John, El. 2c.
 Schone, George, C. P.
 Schunn, Charles, O. S.

- Scott, Harry, O. S.
 Scott, R. H., El. 3c.
 Searles, H. R., O. S.
 Seery, W. C., Mus. 2c.
 Selbert, R. W., O. S.
 Sennec, C. J., O. S.
 Severn, B. D., O. S.
 Shanahan, T. J., W. T.
 Shanley, William, Seaman.
 Sharp, Lexa, M. Att. 3c.
 Sharpless, W. S., O. S.
 Shaw, J. L., F. 2c.
 Shaw, R. E., Yeo. 3c.
 Shearer, A. R., Ch. B. M.
 Shearer, J. E., W. T.
 Sherman, H. W., H. A. 1c.
 Sherry, W. H., M. M. 1c.
 Shipe, H. E., F. 1c.
 Shornson, Frederick, O. S.
 Shultz, J. D., F. 2c.
 Siegrist, Henry, Seaman.
 Skelley, T. W., O. S.
 Slamin, Edward, S. C. 4c.
 Smith, A. C., O. S.
 Smith, C. H., O. S.
 Smith, C. M., O. S.
 Smith, E. H., O. S.
 Smith, F. C., O. S.
 Smith, Grover, O. S.
 Smith, Gus, Seaman.
 Smith, G. L., O. S.
 Smith, Henry, O. S.
 Smith, L. T., Y. 2c.
 Smith, S. T., C. P.
 Smock, C. E., O. S.
 Sorensen, L. H., C. P.
 Sowles, C. E., Seaman.
 Sparrow, Stanley, C. P.
 Spitzer, C. A., O. S.
 Sproat, R. C., Y. 3c.
 Spuhler, E. J., O. S.
 Spielman, E. B., O. S.
 Staff, B. O., O. S.
 Stamper, T. B., Seaman.
 Stanton, S. M., S. C. 3c.
 Stawasz, F. K., O. S.
 Steffer, E. E., M. M. 2c.
 Stokes, William, M. Att. 3c.
 Stoner, C. C., O. S.
 Stritzel, J. C., O. S.
 Stuart, Joseph, F. 1c.
 Suchy, L. J., O. S.
 Sullenger, H. A., F. 1c.
 Sullivan, John, B. M. 2c.
 Swisher, Earl, Cox.
 Talbot, H. C., O. S.
 Talbot, C. L., O. S.
 Taylor, H. Mc., O. S.
 Taylor, Walter, C. P.
 Terjesen, F. H., O. S.
 Terrell, P. A. H., Seaman.
 Thais, Frank, C. P.
 Theilbar, J. C., O. S.
 Thomas, M. L., F. 1c.
 Thorsen, E. B., W. T.
 Toepfer, F. G., O. S.
 Toth, Benjamin, Seaman.
 Travis, J. F., Seaman.
 Trappe, C. J. P., El. 3c.
 Trask, Jos., Seaman.
 Trissler, A. G., C. P.
 Trout, J. E., O. S.
 Tucker, C. P., O. S.
 Tucker, E. S., B. M. 2c.
 Tunstall, N. W., J. O. Cook.
 Turner, G. E., Cox.
 Upson, P. E., O. S.
 Von Gruenigen, J. E., Sca.
 Vance, C. W., O. S.
 Vest, C. A., F. 1c.
 Vinson, H. A., O. S.
 Waldau, J. C., Bugler.
 Walker, G. A., M. at A. 2c.
 Walker, H. E., O. S.
 Walker, H. S., G. M. 1c.
 Walker, R. A., Ch. El.
 Walker, R. A., C. P.
 Walt, J. F., F. 1c.
 Walters, J. F., O. S.
 Warner, James, O. S.
 Warren, J. A., P. and F.
 Washington, J., M. Att. 3c.
 Watson, A. J., Seaman.
 Watts, Robert, F. 1c.
 Watts, Samuel, F. 2c.
 Webb, W. A., G. M. 1c.
 Webster, T. D., F. 2c.
 Wechter, David, F. 2c.
 Wechter, Lewis, M. at A. 1c.
 Weed, A. H., El. 3c.
 Wier, Andrew, O. S.
 Weismann, J. C. E., O. S.
 Weiss, L. A., O. S.
 Welker, C. C., O. S.
 Wells, C. L., O. S.
 Wells, W. R., O. S.
 Welp, G. H., O. S.
 Welton, Harry, El. 1c.
 Wessley, Otto, Seaman.
 West, W. E., C. M. 1c.
 Westgate, C. J., Seaman.
 Wexler, James, Seaman.
 White, Alphonzo, M. Att. 3c.
 White, C. J., Seaman.
 White, C. M., O. S.
 White, C. W., Yeo. L. C.
 White, H. H., Cox.
 Whiting, D. D., Cox.
 Wickham, John, O. S.
 Wigginton, Anderson, C. P.
 Wiggins, A. S., Oiler.
 Wilder, Hughistin, Bugler.
 Wiley, R. E., O. S.
 Wiley, William, O. S.
 Wilkins, Albert, O. S.
 Williams, Arthur, O. S.
 Williams, C. J., O. S.
 Williams, W. L., Mus. 2c.
 Wills, J. I., O. S.
 Wilson, A. B., Q. M. 3c.
 Wilson, G. L., F. 1c.
 Wilson, S. D., O. S.
 Wise, C. E., Mus. 2c.
 Wolf, J. P., O. S.
 Woodland, C. W., G. M. 3c.
 Woody, J. E., O. S.
 Woolsley, Birl, Seaman.
 Wright, A. B., Seaman.
 Wurthmann, W. L., Seaman.
 Wright, G. W., Cab. Stw.
 Yeager, A. L., El. 2c.
 Zahringer, George, O. S.
- Marine Guard.**
- Anderson, N., Private.
 Bailey, L., Private.
 Briggs, A. E., Private.
 Briggs, J. W., Private.
 Burk, G. C., Private.
 Carnahan, S. B., Corpl.
 Carson, H. H., Private.
 Charsha, G. F., Private.
 Conrad, L., Private.
 Cook, H., Private.
 Cox, L. S., Private.
 Crane, P., Private.
 Crowl, L. R., Private.
 Dawson, S. A., Private.
 Delancy, J., Private.
 Dodson, C. E., Private.
 Doran, W. S., Corpl.
 Drexel, J., Private.
 Dunbar, G. W., Private.
 Eckenrode, H., Private.
 Ferguson, G. W., Private.
 Firestone, C. V., Private.
 Gallagher, J. F., Corpl.
 Garden, A., Private.
 Garvey, J. P., Private.
 Gilmore, N. VanD., Private.
 Granger, A. J., Private.
 Griffin, P., Private.
 Hagen, G., Private.
 Hansen, H. M., Corpl.
 Hendrix, G. W., Private.
 Hill, G., Private.
 Holbrook, E., Private.
 Hornbeck, J. M., Private.
 Hudson, F. L., Private.
 Jonas, E. C., Private.
 Kelleher, E. D., Private.
 Kirk, H. S., Private.
 Kitchen, W. W., Gy. Sergt.
 Lankford, O., Private.
 Leach, J. F., Private.
 Legg, R. M., Private.
 Lewis, B. W., Private.
 Loe, H. D., Private.
 Lovejoy, J. A., Private.
 Lutz, A. F., Private.
 Lynch, C. E., Private.
 Lynch, J. J., Private.
 McDaniel, P. R., Private.
 Maher, E., Private.
 Mead, R., Private.
 Mehrman, C. L., Private.
 Miller, H. W., Private.
 Moore, M. D., Private.
 Norwood, W. R., Private.
 O'Brien, C. J., Private.
 Oliver, C., Private.
 Palmer, L. D., Private.
 Pecella, S., Private.
 Peters, F. E., Private.
 Pichutzke, W., Private.
 Piper, R. A., Private.
 Powell, L. D., Private.
 Pratt, E. E., Private.
 Reynolds, H. A., Private.
 Reed, G. W., Private.
 Rush, C., Private.
 St. Germaine, L., Sergt.
 Sandy, J., Private.
 Shadow, J. H., Private.
 Smith, A. D., Private.
 Smith, C., Private.
 Smith, C. W., Private.
 Smith, J. P., Private.
 Spickler, S. M., Private.
 Stankewitz, F., Private.
 Stilb, G., Drummer.
 Struyk, G., Private.
 Surgent, G., Private.
 Terwilliger, H., Private.
 Thomas, W. R., Private.
 Tinischock, S., Private.
 Wallace, H. H., Private.
 Wallace, J. A., Private.
 Walters, J., Private.
 Wedge, J. LaP., Private.
 White, J. C., Sergt.
 Wike, S. J., Private.
 Willard, J. F., Private.
 Yont, H., Private.
 Ziegler, N. R., Private.
 Zimmer, P. A., Private.



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THE UNITED STATES BATTLESHIP VERMONT.

Captain W. P. Potter, Commanding

UNITED STATES BATTLESHIP VERMONT.

Builders, Fore River Co.
Launched August, 1905.
Completed May, 1907.

Normal displacement, 16,000 tons. Full load displacement, 17,650 tons. Length at water line, 450 feet. Beam, 76 5-6 feet. Maximum draught, 26 2-3 feet.

Guns:

4 12-inch, 45 Cal.
8 8-inch, 45 Cal.
12 7-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 1-pounders.
2 Machine, .30.
2 Automatic, .30.
2 Field Guns, 3-inch.
4 Submerged Torpedo Tubes,
21-inch.

Armor (Krupp):

9" Conning Tower.
4" Belt (ends).
3" Deck (slopes).
7" Lower Deck Side.
10" Barbettes.
12-8" Turrets.
7" Battery.
2" Casements (14-pounders).
6"-4" Small Turrets.
9" Belt (amidships).

Machinery: Two sets vertical 4-cylinder triple-expansion, two screws (outward turning). Boilers: 12 Babcock. Designed H. P. 16,500, equal 18 knots. Coal: Normal, 900 tons; maximum, 2,314 tons.

Captain W. P. Potter.
Lieut.-Comdr. L. C. Bertolette.
Lieut.-Comdr. A. Althouse.
Lieutenant L. C. Palmer.
Lieutenant L. M. Overstreet.
Lieutenant W. B. Tardy.
Lieutenant H. L. Brinser.
Lieutenant C. P. Snyder.
Ensign S. C. Rowan.
Ensign S. M. Robinson.
Ensign R. A. Dawes.
Ensign E. L. Canaga.
Midshipman R. T. Hanson.
Midshipman H. T. Dyer.
Midshipman G. M. Courts.
Midshipman J. L. Hydrick.
Midshipman L. F. Thibault.
Midshipman W. F. Cochrane.
Midshipman F. P. Lilley.
Midshipman R. F. McConnell.

Midshipman H. H. Norton.
Midshipman R. C. Coffman.
Midshipman P. N. L. Bellinger.
Midshipman H. E. Welte.
Surgeon F. M. Furlong.
P. A. Surgeon C. E. Ryder.
Paymaster J. S. Higgins.
Asst. Paymaster E. H. Douglass.
Captain C. H. Lyman, U. S. M. C.
Second Lieut. A. B. Drum, U. S. M. C.
Chief Boatswain P. Mullen.
Gunner W. J. Creelman.
Gunner W. H. Dayton.
Chief Carpenter T. E. Kiley.
Warrant Machinist W. R. Scofield.
Warrant Machinist H. Smith.
Warrant Machinist S. A. Rowe.
Warrant Machinist A. V. Kettles.
Pay Clerk W. H. Crap.

Adamson, J. E., W. O. Stw.
Akermark, F. B., C. P.
Albee, H. L., Seaman.
Albert, Wallace, M. Att.
Allen, Elzie, O. S.
Allen, H. B., O. S.
Almon, S. L., M. M. 2c.
Altenkirch, Alfred, F. 1c.
Amor, George, O. S.
Amundson, Edgar, O. S.
Andonggaard, Martin, O. S.
Anderson, H. R., C. P.
Anderson, G. H., S. C. 2c.
Andrews, G. P., O. S.
Andrews, P. G., El. 2c.
Archer, S. H., O. S.
Arnott, John, Seaman.
Aubert, H. L., C. P.
Avers, L. R., C. M. M.
Bearsch, F. W., Ch. Yeo.
Bagley, H. N., Cox.
Bain, G. F., O. S.
Baldwin, Hugh, F. 1c.
Banke, J. S., Private.
Baptist, John, Cox.
Barger, J. C., C. P.
Barker, H. E., C. P.
Barney, J. J., O. S.
Baron, Noah, O. S.
Barry, F. M., P. M.
Barry, J. J., O. S.
Barth, W. E., O. S.
Bartlett, H. N., O. S.
Bassett, E. L., C. P.
Bassett, Joseph, O. S.
Bates, Clarence, M. at A. 2c.
Bates, H. C., O. S.
Batson, J. S., O. S.
Bauer, C. W., F. 2c.
Bauer, O. M., Seaman.
Bavis, J. J., F. 2c.
Baylon, John, Cox.

Bearnard, Wilfred, Seaman.
Beaverson, E. M., O. S.
Becker, Morris, C. P.
Bedell, H. L., C. P.
Beere, J. L., O. S.
Bellmyer, J. W., M. M. 2c.
Belrose, Albert, O. S.
Benane, Driss, S. C. 1c.
Benjamin, D. A., O. S.
Benner, G. J., Seaman.
Bennett, Frank, C. M. M.
Bennett, W. H., O. S.
Benson, W. H., M. Att.
Berger, Charles, Mus. 2c.
Berman, Eli, C. P.
Berry, W. F., 1st Mus.
Bierley, F. S., C. P.
Bickerstaff, J. F., M. M. 2c.
Biddle, C. H., C. P.
Billheimer, R. E., C. P.
Bjornholm, H. A., Mus. 2c.
Blake, F. L., O. S.
Blake, T. F., Yeo. 1c.
Blisco, Michael, O. S.
Bloomfield, R. E., El. 2c.
Blute, J. J., O. S.
Bodwin, J. J., C. M. M.
Bogle, R. H., O. S.
Bollman, F. L., G. M. 1c.
Bois, J. L. P., O. S.
Booker, J. H., F. 1c.
Boss, E. B., G. M. 2c.
Bourdean, J. F., C. P.
Bovell, J. E., M. Att.
Bowe, J. F., C. P.
Bowers, S. A., O. S.
Bowman, B. H., O. S.
Bowman, P. K., C. P.
Bozman, L. A., C. P.
Boyle, J. L., P. M.
Braami, C. M., O. S.
Bradley, J. F., O. S.

Brandt, J. J., F. 2c.
Branyan, E. J., O. S.
Breen, C. H., P. M.
Brent, W. T., P. M.
Bridges, R. M., O. S.
Brixey, D. O., B. M. 2c.
Broderick, J. R., P. M.
Brodie, Joseph, F. 1c.
Broudev, Harry, Seaman.
Brown, Arthur, O. S.
Brown, E. H., M. Att.
Brown, J. D., M. M. 2c.
Brown, Joseph, M. Att.
Brown, Walter, O. S.
Brumemann, William, F. 1c.
Buckley, D. J., O. S.
Bucknell, H. R., O. S.
Bullard, F. E., O. S.
Bullock, C. T., M. Att.
Bulmer, W. A., Cox.
Burgess, C. E., Seaman.
Burns, W. A., O. S.
Byrne, P. J., W. Tndr.
Cabic, Morelan, O. S.
Cahill, C. E., El. 3c.
Cahill, Edward, F. 1c.
Cahill, James, O. S.
Callahan, J. F., C. P.
Callery, V. H., O. S.
Campbell, E. J., C. P.
Cangas, J. P., Mus. 2c.
Cannon, W. W., O. S.
Carey, James, O. S.
Carlson, C. L., O. S.
Carmon, F., O. S.
Carr, F. M., O. S.
Carsey, Edward, Cox.
Cary, C. A., O. S.
Casey, J. F., O. S.
Cassen, Henry, C. P.
Cattell, H. D., O. S.
Catus, W. R., P. M.

- Chandler, Hawley, C. M. 3c.
 Chapman, H. R., C. Cm. Stw.
 Chouinard, Angelus, P. M.
 Christie, O. D., O. S.
 Chrisman, B. F., O. S.
 Chrisman, J. P., F. 2c.
 Cieslewioz, M. W., O. S.
 Clancy, Thomas, Cox.
 Clapper, J. A., Cox.
 Clark, J. E., O. S.
 Clark, L. L., M. Att.
 Clark, T. R., C. P.
 Clegg, W. J., P. M.
 Cleland, A. E., P. M.
 Clements, H. D., O. S.
 Cline, J. T., G. M. 2c.
 Coffey, H. C., Seaman.
 Coffey, John, W. Tndr.
 Coffin, David, O. S.
 Cohagen, C. C., C. P.
 Colbert, John, F. 1c.
 Collard, D. N., Seaman.
 Colson, F. J., Mus. 1c.
 Collinzs, F. O., O. S.
 Collins, John, Oiler.
 Combs, J. D., O. S.
 Comstock, M. P., Printer.
 Conant, B. D., F. 2c.
 Cone, L. D., F. 2c.
 Conner, Otis, O. S.
 Connolly, E. T. J., C. P.
 Connolly, W. J., C. P.
 Connor, F. W., T. C. 1c.
 Cook, L. E., C. P.
 Cook, W. E., O. S.
 Coppinger, E., C. P.
 Coppinger, Jesse, C. P.
 Cortoso, Frank, O. S.
 Cosgrove, John L., C. M. M.
 Costlow, H. J., O. S.
 Cotter, J. J., C. P.
 Cotter, T. J., O. S.
 Coughlin, Bertie, Oiler.
 Courter, Eddie, O. S.
 Cox, E. E., O. S.
 Coyle, Peter, C. W. T.
 Crawford, M. J., Seaman.
 Credle, W. B., P. M.
 Crilley, J. J., Elec. 1c.
 Crim, Wm. F., Ptr. 3c.
 Crocker, J. D., P. and F.
 Croghan, Roy B., G. M. 2c.
 Cronacher, O. H., O. S.
 Cronin, David, Fireman 2c.
 Crosby, J. W., O. S.
 Crossley, Chas., P. M.
 Cullen, E. J., C. P.
 Cummins, Frank, Seaman.
 Cunningham, E. M., O. S.
 Cuzzo, John, C. P.
 Czarkowski, A. L., O. S.
 Dahl, Carl, W. T.
 Dalton, H. P., C. P.
 Daniel, Samuel, O. S.
 Daschner, C. H., O. S.
 Davidson, Adolf, Pmstr.
 Davis, M. F., C. P.
 Davis, R. W., Elec. 3c.
 Davis, S. E., Seaman.
 Dawson, Harry, P. M.
 DeHart, J. L., Coxswain.
 Delaney, T. J., F. 1c.
 Dell, W., Ptr. 3c.
 Delohery, Geo., Q. M. 3c.
 Demro, E. F., O. S.
 Denison, M. P., F. 2c.
 Dennis, F. W., C. P.
 Denton, Herbert, C. P.
 Destin, G. D., F. 2c.
 DeTray, H., P. M.
 Dey, G. S., O. S.
 Dixon, Herman, Seaman.
 Dixon, J. T., C. P.
 Dobson, J. P., F. 2c.
 Doherty, E. C., O. S.
 Donahue, M. F., W. T.
 Donelan, J. J., F. 1c.
 Donald, John, P. M.
 Donohue, Patrick, C. P.
 Donovan, Wm. A., Bmkr.
 Donyose, P., Stg. Cook.
 Doran, T. J., C. P.
 Dornick, E. F., S. C. 3c.
 Dow, Wm. A., O. S.
 Downs, H. G., M. M. 1c.
 Drahozal, C., Bkr. 2c.
 Drane, James, P. M.
 Drew, Louis, M. Att.
 DuBarry, J. J., O. S.
 DuDevoire, N. W., O. S.
 Dugan, D. D., O. S.
 Dunning, W. S., O. S.
 Duquette, A. B., O. S.
 Eagan, James, P. M.
 Eatherton, L. H., Seaman.
 Eberlin, Wm., C. T. C.
 Eckstrand, A. R., O. S.
 Edelin, Wm. J., Cab. Cook.
 Edge, V. B., Seaman.
 Edrington, T. C., Ch. Yeo.
 Edwin, Hans, B. M. 1c.
 Egan, J. J., C. P.
 Ekholm, C. M., O. S.
 Emmett, John, O. S.
 England, R. B., Elec. 2c.
 English, Frank, O. S.
 Englund, Axel, W. T.
 Ertter, T. E., F. 2c.
 Fallon, J. F., F. 2c.
 Farmer, A., S. C. 2c.
 Faul, Wm. H., C. P.
 Fay, John J., C. P.
 Feeney, E. L., H. M. 2c.
 Fehr, Willis, O. S.
 Feldton, John, O. S.
 Felix, C. W., O. S.
 Ferguson, E. O., C. P.
 Fernstau, Wm., C. P.
 Few, C. E., O. S.
 Fildem, J. M., F. 1c.
 Finger, W. A., O. S.
 Fink, G. S. D., Seaman.
 Fink, G. W., O. S.
 Fischer, J. R., O. S.
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 Fitzgerald, G. A., M. M. 2c.
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 Fitzgerald, J. F., C. P.
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 Foley, M. J., C. P.
 Foster, D. G., F. 2c.
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 Foster, H. B., Yeo. 3c.
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 Freshman, A. D., C. G. M.
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 Gallagher, E. F., P. M.
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 Garvey, A. F., P. M.
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Captain Richard Wainright, Commanding.

UNITED STATES BATTLESHIP LOUISIANA.

Builders, Newport News.
Launched August, 1904.
Completed June, 1906.

Normal displacement, 16,000 tons. Full load displacement, 17,770 tons. Length at water-line, 450 feet. Beam, 76 5/6 feet. Maximum draught, 26 3/4 feet.

Guns:

4 12-inch, 45 Cal.
8 8-inch, 45 Cal.
12 7-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 1-pounders.
2 Automatic, .30.
2 Machine, .30.
2 Field Guns, 3-inch.
4 Submerged Torpedo Tubes,
21-inch.

Armor (Krupp):

11" Belt (amidships).
4" Belt (ends).
3" Deck (flat on belt).
10"-8" Turrets (N. S.).
12" Turret Bases (N. C.).
7" Lower Deck Redoubt.
2" Battery.
7" Casement (14-pounders).
6" Secondary Turrets (N. C.).
9" Conning Tower.
5" Signal Tower.

Machinery: Two sets 4-cylinder triple expansion; 2 screws. Boilers: 12 Babcock and Wilcox. Designed H. P. 16,500, equal 18 knots. Coal: Normal, 900 tons; maximum, 2,200 tons.

Captain R. Wainwright.
Lieut.-Comdr. E. W. Eberle.
Lieut.-Comdr. C. T. Jewell.
Lieutenant R. W. McNeely.
Lieutenant W. R. Sexton.
Lieutenant F. T. Evans.
Lieutenant C. H. Fischer.
Lieutenant Z. H. Madison.
Lieutenant H. W. Osterhaus.
Ensign N. W. Post.
Ensign H. Frankenberger.
Ensign A. K. Atkins.
Midshipman E. S. Moses.
Midshipman R. M. Brainard.
Midshipman F. W. Milner.
Midshipman D. E. Cummings.
Midshipman McKittrick.
Midshipman H. T. Kays.
Midshipman S. L. Henderson.

Midshipman F. A. L. Vossler.
Midshipman R. F. Bernard.
Midshipman W. R. Monteser.
Surgeon A. R. Wentworth.
Asst. Surgeon W. G. Steadman, Jr.
Paymaster C. W. Eliason.
Asst. Paymaster F. Baldwin.
Captain J. W. Wadleigh.
Second Lieut. R. S. Keyser.
Boatswain A. Stuart.
Chief Gunner J. Shannon.
Chief Gunner C. Hierdahl.
Gunner E. Alberts.
Carpenter T. O. Covell.
Warrant Machinist O. Berentson.
Warrant Machinist W. B. Stork.
Warrant Machinist C. Allen.
Pay Clerk G. B. Kimberly.
Asst. Gunner C. H. Foster.

Adams, S. F., El. 1c.
Armstrong, C. O., S. F. 1c.
Althoff, Leo, Seaman.
Alderman, H. B., Ch. Yeo.
Allen, Damascus, El. 3c.
Aischlager, F. H., W. T.
Aldrich, B. C., Seaman.
Alexander, R. I., Seaman.
Amble, Bernt, S. M. M.
Amos, W. A., F. 1c.
Anderson, Richard, Seaman.
Apply, William, T. C. 1c.
Anderson, O. E., G. M. 1c.
Arnold, H. A., Seaman.
Amand, C. L., M. M. 2c.
Allen, E. C., O. S.
Austin, P. W., O. S.
Albice, J. L., O. S.
Adams, J. F., C. P.
Askerlund, C. H., El. 1c.
Arnold, E. F., C. P.

Bolden, Abraham, M. Att. 2c.
Boles, G. W., H. App.
Boyce, C. H., F. 2c.
Brown, A. D., O. S.
Brauer, H. F. W., C. Q. M.
Brewer, C. A., Seaman.
Brochu, G. E., F. 1c.
Brennan, J. F., Cox.
Brown, C. T., C. P.
Bunge, F. H., Seaman.
Burtelow, F. R., Cox.
Burke, M. T., Seaman.
Burriss, J. H., El. 1c.
Bain, Robert, M. M. 1c.
Blaine, C. R., Seaman.
Brinkmeyer, C. H., Seaman.
Brown, C. P., C. M. M.
Bowden, J. E., F. 1c.
Burl, Frank, Oiler.
Burk, Gustave, Seaman.
Bunker, G. E., Seaman.
Blake, F. D., F. 1c.
Brewer, H. E., F. 1c.
Bethke, G. H., Mus. 1c.
Barke, V. C., C. P.
Boyer, Theodore, C. P.
Boehmer, Conrad, G. M. 3c.
Bonney, G. W., M. Att. 3c.
Boyer, J. R., B. M. 2c.
Bufflap, W. E., Bmaker.
Bresnahan, M. J., B. M. 1c.
Beil, August, C. B. M.
Burns, W. S., Seaman.
Burke, C. S., W. O. Cook.
Boles, Ralph, F. 1c.
Burgess, J. L., Mus. 2c.
Barry, J. E., O. S.
Blach, Charles, O. S.
Brown, G. R., O. S.
Bailey, L. E., O. S.
Black, G. A., O. S.
Beck, J. J., O. S.

Baldwin, E. W., O. S.
Boderman, Morris, O. S.
Baraldi, M. H., O. S.
Beale, N. H., O. S.
Boyett, W. E., O. S.
Bishop, P. H., O. S.
Brown, Charles, O. S.
Breen, J. J., M. M. 2c.
Burnell, Eugene, C. P.
Bielawsky, Antony, C. P.
Bracken, R. J., C. P.
Barr, Roy, C. P.
Bauman, C. H., C. P.
Bair, H. M., Cox.
Barrett, Patrick, C. P.
Beison, R. A., Swright.
Burk, Edward, Cab. Stw.
Berkeley, S. A., Oiler.
Casey, T. A., Seaman.
Campbell, H. E., Cox.
Canny, James, F. 1c.
Cruise, R. E. J., Seaman.
Coughlin, W. C., Ch. Yeo.
Carmer, Lynn, Seaman.
Chrisman, E. E., Seaman.
Clarke, W. J., F. 1c.
Cline, C. O., Seaman.
Collins, J. W., Oiler.
Colbert, C. F., M. Att. 2c.
Coakley, W. G., F. 1c.
Condon, P. W., Bmaker.
Connellly, John, C. W. T.
Connell, John, Seaman.
Coyne, P. F., Seaman.
Cook, J. W., Seaman.
Coil, N. A., Seaman.
Collins, T. F., C. P.
Crawford, W. M., F. 1c.
Crow, L. F., Yeo. 2c.
Clark, Frank, F. 1c.
Carlson, C. E., F. 1c.
Critchfield, H. A., O. S.

- Cowling, J. R., O. S.
 Collins, F. J., G. M. 3c.
 Cullen, A. P., Oiler.
 Canahvan, A. W., C. P.
 Carleton, H. L., O. S.
 Cooper, G. R., O. S.
 Campbell, Dougal, Cox.
 Cobocos, B., M. Att. 3c.
 Carroll, James, C. W. T.
 Cleaver, J. L., El. 3c.
 Coleman, W. F., Mus. 2c.
 Crowley, W. P., Q. M. 3c.
 Conley, George, O. S.
 Coyle, J. P., O. S.
 Cohan, H. O., O. S.
 Curtiss, C. N., O. S.
 Coleman, G. L., O. S.
 Cooley, A. L., O. S.
 Colbath, Clarence, O. S.
 Conklin, P. W., O. S.
 Carani, Tullia, B. Master.
 Coffin, R. E., O. S.
 Conlon, E. J., O. S.
 Carlton, E. W., O. S.
 Cavanaugh, J. T., O. S.
 Cowan, R. H., O. S.
 Crouse, J. W., Seaman.
 Cunningham, J. W., O. S.
 Chandler, William, Seaman.
 Couch, A. A., M. M. 2c.
 Carrick, E. A., C. P.
 Cymann, John, C. P.
 Colwell, H. O., Mus. 2c.
 Compton, Burt, C. P.
 Cain, Edward, C. P.
 Carr, W. H., El. 3c.
 Corley, Michael, F. 1c.
 Cox, W. A., El. 3c.
 Davis, R. S. C., Cox.
 Davenport, W. H., Seaman.
 Desormeaux, Edoud, S. F. 1c.
 Devlin, James, W. T.
 Delmar, H. E., W. T.
 Dickson, L. E., F. 1c.
 Dierksen, G. F. W., F. 1c.
 Dich, J. S., Yeo. 3c.
 Doyle, R. E., Yeo. 2c.
 Doty, C. H., O. S.
 Drake, R. B., Seaman.
 Dumas, W. A., F. 1c.
 Duggan, W. D., Bkr. 1c.
 Dugan, O. D., Seaman.
 Davis, A. H., Seaman.
 Dowd, W. J., C. P.
 Doyle, E. R., Bugler.
 Darwin, C. M., M. M. 2c.
 Deitz, J. E., Seaman.
 DeJesus, Peter, F. 2c.
 Doyle, J. L., C. P.
 Drummond, J. A., O. S.
 Dustin, Ernest, Mus. 2c.
 Dowd, F. C., Mus. 2c.
 Daniels, D. E., O. S.
 Dubbs, C. G., O. S.
 Dempsey, George, O. S.
 Dove, C. R., O. S.
 Dill, G. E., O. S.
 Dusenbury, R. F., O. S.
 Dunkel, A. A., C. P.
 Daley, J. W., C. P.
 Doble, C. E., Swright.
 Eglit, John, M. at A. 1c.
 Emerson, L. C., H. App.
 Edwards, Edward, M. Att. 3c.
 Eagleton, T. E., C. P.
 Elston, George, F. 2c.
 Eyster, William, O. S.
 Ehle, Harry, O. S.
 Ellis, A. McD., O. S.
 Emerson, R. W., O. S.
 Eckhart, H. A., F. 1c.
 Ellis, C. A., C. P.
 Falt, John, Q. M. 1c.
 Falkenberg, C. R., Seaman.
 Faunce, Christian, C. M. 2c.
 Fahy, J. L., Ch. Yeo.
 Farrell, Thomas, G. M. 1c.
 Falquist, R. F., S. C. 4c.
 Farmer, R. W., Seaman.
 Fergus, J. C., Seaman.
 Findley, John, Oiler.
 Fritz, P. P., F. 1c.
 Flynn, M. J., Seaman.
 Fleming, J. L., Seaman.
 Fox, W. W., C. M. 2c.
 Fox, E. B., Seaman.
 Fox, C. P., El. 1c.
 Fruend, Oskar, W. T.
 Franklin, B. O., El. 3c.
 Fuller, C. P., F. 2c.
 Faber, H. H., Seaman.
 Frank, O. J. F., Seaman.
 Fisher, J. F., F. 1c.
 Farmer, M. E., Seaman.
 Frommeyer, Frank, Jr., C. P.
 Fasnacht, C. R., O. S.
 Frederick, H. L., C. P.
 Furrer, Jacob, O. S.
 Fredericks, J. J., O. S.
 Fay, Frank, O. S.
 Flanagan, J. J., O. S.
 Ferree, W. R., O. S.
 Frey, Gustav, O. S.
 Fox, S. E., C. P.
 Francis, W. A., C. P.
 Gardner, J. K., C. M. 3c.
 Gardner, H. C., F. 1c.
 Garnet, B. S., Cox.
 Gaughran, J. F., F. 2c.
 Gasho, Frank, F. 1c.
 German, E. J., O. S.
 Gilbert, J. K., P. and F.
 Glaeser, Otto, O. S.
 Glasco, M. A., Seaman.
 Gohl, C. W., C. P.
 Gorman, J. J., B. M. 2c.
 Goldfuss, John, Cox.
 Goldman, M. H., Seaman.
 Gorman, J. J., Seaman.
 Gordinnier, Roy, F. 2c.
 Godfrey, C. R., S. C. 1c.
 Gronberg, J. H., C. B. M.
 Grant, Roy, Seaman.
 Griffin, R. C., O. S.
 Gustavs, Emil, Blksmith.
 Gumas, Constantine, Seaman.
 Green, F. E., S. C. 3c.
 Graham, R. L., M. Att. 2c.
 Grones, H. J., H. App. 1c.
 Generaux, W. J., Seaman.
 George, N. F., C. C. M.
 Grinker, Joseph, S. C. 4c.
 Gutierrez, F. S., Csmth.
 Gilroy, T. J., O. S.
 Goggin, D. A., O. S.
 Gill, O. J., O. S.
 Gaddis, E. C., O. S.
 Gerhardt, Charles, O. S.
 Guthrie, M. K., O. S.
 Gelb, A. S., O. S.
 Gilbert, J. C., C. P.
 Gordon, William, M. M. 2c.
 Green, J. E., M. Att. 3c.
 Glos, W. F., C. P.
 Gaaat, J. G., Seaman.
 Garrigan, James, C. P.
 Hunter, R. A., M. at A. 2c.
 Hokanson, Leroy, Seaman.
 Herriman, J. F., G. M. 3c.
 Hart, Frank, F. 2c.
 Howard, Paul, F. 2c.
 Hart, Daniel, S. C. 3c.
 Hazen, D. E., Seaman.
 Hammer, J. H., O. S.
 Husted, K. R., O. S.
 Harvey, Delos, O. S.
 Hernden, M. E., O. S.
 Harrington, B. D., C. P.
 Hartman, L. J., Seaman.
 Hasamacr, L. H., Seaman.
 Hagerty, John, W. T.
 Harvey, H. E., H. Stw.
 Hall, A. H., Oiler.
 Hutchinson, T. M., F. 1c.
 Howard, James, Seaman.
 Houck, H. W., Seaman.
 Hauser, E. A., Cox.
 Hecht, Benjamin, O. S.
 Haglund, Edward, G. M. 1c.
 Haas, E. B., Ptr. 3c.
 Hays, J. W., G. M. 3c.
 Hanlon, M. T., C. M. at A.
 Hatfield, John, F. 2c.
 Hebbeln, H. F., S. C. 4c.
 Henry, Clinton, Seaman.
 Hendriken, D. G., O. S.
 Heinsner, Ogd., Cox.
 Hinman, A. M., G. M. 3c.
 Hinsch, A. G., Seaman.
 Hing, Wong, M. Att.
 Hopson, W. C., Seaman.
 Holman, P. E., Seaman.
 Holzner, C. F., Seaman.
 Hepp, C. T., G. M. 3c.
 Howard, Norman, W. T.
 Holloway, J. W., F. 1c.
 Hooper, E. F., F. 1c.
 Hundley, W. G., F. 2c.
 Hugo, Adam, O. S.
 Hayes, W. E., Seaman.
 Hodges, Forest, M. Att. 3c.
 Hughes, L. R., Seaman.
 Hansberry, H. A., O. S.
 Holland, J. A., Ch. Yeo.
 Hickaman, Fred, Bugler.
 Huhn, J. P., F. 2c.
 Heinzman, H. C., O. S.
 Hyland, John, O. S.
 Hahn, George, O. S.
 Harris, H. F., O. S.
 Halloran, P. J., O. S.
 Howell, John, O. S.
 Huckleba, H. F., O. S.
 Hamilton, S. H., O. S.
 Halstead, J. W., O. S.
 Hill, Edward, O. S.
 Hill, William, C. P.
 Hynes, W. R., C. G. M.
 Hills, E. J., M. M. 2c.
 Hackman, C. C., C. P.
 Hutson, Lee, C. P.
 Holcomb, W. C., Mus. 2c.
 Hodges, W. J., M. M. 2c.
 Hartman, M. U., M. M. 2c.
 Iamundo, Agostino, Mus. 1c.
 Indlekofer, Arthur, O. S.
 Iverson, T. P., C. M. 1c.
 James, J. F., F. 2c.
 James, George, Seaman.
 Jeffrey, A. T., Seaman.
 Jones, J. L., M. Att. 2c.
 Johnson, Arthur, M. Att. 2c.
 Johnson, Alexander, Q. M. 2c.
 Johnson, J. W., M. Att. 2c.
 Johnson, E. B., F. 1c.
 Johnson, Chester, C. P.
 Johnson, Gunner, Oiler.
 Johnson, J. H., C. M. M.
 Johnson, A. O., Seaman.
 Johnson, W. H., Str. Cook.
 Johnson, Frederick, G. M. 3c.
 Johnson, L. W., O. S.
 Jenkins, R. B., O. S.
 Jewell, E. G., O. S.
 Johnson, E. N., O. S.
 Jameson, Manson, M. M. 2c.
 Karasyk, Maks, Mus. 1c.
 Kelly, P. W., F. 2c.
 Kerr, Frank, T. C. 1c.
 Kelley, J. L., B. M. 2c.
 Keough, John, Cox.
 Kimmell, G. W., Bkr. 2c.
 Kirchner, Howard, Seaman.
 Kimmeler, Christopher, F. 2c.
 Knight, F. N. W., C. C. Stw.
 Knecht, J. P., C. M. M.
 Kunck, J. J., Seaman.
 Koettker, H. L., Seaman.
 Kozlowski, W. S., O. S.
 Koenig, F. G., Seaman.
 Kuhnle, J. G., F. 1c.

- Kunborger, J. H., F. 2c.
 Kellner, Conrad, C. W. T.
 Kelley, H. J., El. 2c.
 Kerner, E. J., O. S.
 Kulas, J. L., O. S.
 Knapp, J. O., C. P.
 Kelley, C. A., Seaman.
 King, Joseph, O. S.
 Kessler, Isadore, Seaman.
 Koniger, L. T., O. S.
 Kibler, E. G., O. S.
 Klein, George, O. S.
 Kelley, James, O. S.
 Kelley, Michael, O. S.
 Keith, J. H., O. S.
 Krauch, E. V., O. S.
 King, G. W., O. S.
 Kilkenny, J. J., O. S.
 Keller, E. L., O. S.
 Koter, J. J., C. P.
 Kronmann, Axel, Swright.
 Lackaye, T. R., Ptr. 2c.
 LaCount, V. J., M. M. 1c.
 Lanning, W. L., O. S.
 Lawson, Harry, Yeo. 2c.
 Lapiere, G. H., O. S.
 Leece, W. T., G. M. 2c.
 Lones, F. N., Seaman.
 Laboissiere, William, Seaman.
 Lindsay, C. B., S. C. 4c.
 Loving, O. F., Seaman.
 Lovett, J. A., F. 2c.
 Lueoben, W. S., Bkr. 2c.
 Lull, J. W. T., W. T.
 Lucas, A. W., El. 2c.
 Lovett, Reid, S. C. 3c.
 Lewis, George, F. 2c.
 Lawrence, Bert, C. P.
 Lear, J. E., F. 2c.
 Lettke, O. P., C. P.
 Landrock, C. A., F. 1c.
 Levy, Jacob, Seaman.
 Lincoln, R. H., Cab. Stw.
 Lee, W. N., B. M. 1c.
 Long, W. W., El. 3c.
 Livingston, Benjamin, Sea.
 Linert, C. H., O. S.
 Lake, C. E., O. S.
 Lawler, George, O. S.
 Lang, J. A., O. S.
 Lipton, Benjamin, O. S.
 Long, Edward, O. S.
 Lott, R. H., O. S.
 Leach, George, O. S.
 Langbauer, J. W., O. S.
 Lindell, C. A., M. M. 2c.
 Lloyd, E. B., C. P.
 Miller, Herman, W. T.
 Mulcahy, Michael, B. M. 2c.
 Montez, J. G., Cox.
 Manning, J. H., O. S.
 Max, Joseph, F. 2c.
 Mather, J. J., Seaman.
 Marshall, T. L., F. 1c.
 Manley, C. A., Seaman.
 Maynard, W. C., O. S.
 Maranetto, Natale, Mus. 1c.
 Martin, E. A., Seaman.
 Mikeska, F. J., F. 1c.
 Miller, D. P., Seaman.
 Mila, H. B., Seaman.
 Moore, J. J., C. P.
 Moncure, R. K., Seaman.
 Moore, H. L., Seaman.
 Moore, L. O., Seaman.
 Mockabee, T. T., Seaman.
 Muhvich, A. S., O. S.
 Murray, T. H., O. S.
 Murfin, W. L., F. 2c.
 Myers, Fayette, G. M. 1c.
 Moore, Maynard, F. 1c.
 Miller, Oscar, Seaman.
 Murphy, T. J., Oiler.
 Moran, J. J., F. 2c.
 Marshall, George, C. P.
 Meucalf, A. H., F. 1c.
 Majors, R. C., G. M. 3c.
 Meissner, O. L., 1st Mus.
 Morton, K. E., B. M. 2c.
 Magnus, George, C. P.
 Martin, J. M., C. P.
 Mathews, Joseph, C. P.
 Meyers, L. H., O. S.
 Muhleman, E. R., O. S.
 Myers, Joseph, S. C. 4c.
 Mallory, H. C., El. 3c.
 Mohn, J. R., O. S.
 Mallay, W. S., O. S.
 Malecki, W. G., O. S.
 Murray, J. W., O. S.
 Muntz, T. J., O. S.
 Merz, F. C., O. S.
 May, W. M., Seaman.
 Marak, J. F., O. S.
 Medina, B. H., O. S.
 Mortimer, J. G., O. S.
 Mitcham, W. E., O. S.
 Myers, J. R., C. P.
 Morrell, W. F., C. P.
 Marshall, H. B., C. P.
 Murphy, J. A., C. P.
 Morse, E. A., C. P.
 Maeder, Ernest, Bugler.
 Miller, G. H., W. O. Cook.
 Mead, J. E., O. S.
 Melton, F. D., C. P.
 McAvoy, H. F., G. M. 3c.
 McArdle, G. F., B. M. 1c.
 McLaughlin, Guy, G. M. 3c.
 McGrath, D. J., Cox.
 McNeill, Edgar, S. C. 2c.
 McLaughlin, James, Oiler.
 McCarthy, James, C. T. C.
 McClure, G. A., Ptr. 1c.
 McConnell, T. D., F. 1c.
 McCaffery, J. W., W. T.
 McCann, Thomas, Oiler.
 McDonald, W. A., F. 2c.
 McDougall, W. A., O. S.
 McGuire, D. R., El. 2c.
 McAfee, M. L., O. S.
 McKinney, H. R., O. S.
 McCaslin, J. H., O. S.
 McLee, W. J., O. S.
 McCard, J. K., O. S.
 McCutcheon, Harold, O. S.
 McKay, R. M., O. S.
 McKeith, Thomas, O. S.
 McCauley, W. J., F. 1c.
 McCormack, Joseph, O. P.
 McMillan, Edward, O. S.
 Neil, Ray, Seaman.
 Nuss, R. A., Seaman.
 Needham, Thomas, S. C. 3c.
 Nelson, Morris, Seaman.
 Nelson, Nels, Seaman.
 Nelson, Peter, Seaman.
 Nettle, C. J., Ch. Yeo.
 Nyburg, Martin, O. S.
 Northrup, W. A., O. S.
 Naylor, J. C., G. M. 3c.
 Neff, R. L., G. M. 3c.
 Nash, John, Seaman.
 Nobert, Gilbert, C. P.
 Newstead, Harold, O. S.
 Oliphant, W. N., O. S.
 Osborne, T. H., Seaman.
 O'Brien, J. F., F. 1c.
 Owen, William, Seaman.
 O'Connell, James, C. P.
 O'Brien, William, F. 1c.
 Ouellet, J. A., O. S.
 Olson, A. L., O. S.
 Powless, G. N., Seaman.
 Perring, A. C., O. S.
 Price, E. A. H., Seaman.
 Procknow, W. C., B. M. 1c.
 Puls, F. C., Seaman.
 Purcell, O. T., C. M. M.
 Past, C. L., Oiler.
 Parkins, J. B., Oiler.
 Partello, Frededick, Seaman.
 Payne, John, Cox.
 Patterson, R. B., El. 3c.
 Paul, C. S., El. 2c.
 Parker, C. J., F. 1c.
 Perez, Mariano, G. M. 1c.
 Percy, Charles, Seaman.
 Petters, F. O., Cox.
 Peters, D. K., F. 2c.
 Pheral, R. T., Seaman.
 Perry, A. M., Seaman.
 Penwarden, J. H., Seaman.
 Peery, E. T., F. 1c.
 Polenz, A. G., O. S.
 Patterson, D. S., Mus. 1c.
 Pallerine, Walter, O. S.
 Peters, Henry, Cox.
 Price, J. D., C. P.
 Posey, Harry, Csmth.
 Penniman, R. M., F. 1c.
 Pesta, E. W., C. P.
 Pietsch, E. F., Yeo. 2c.
 Pilger, James, O. S.
 Pranis, Joseph, O. S.
 Pelosi, Antoni, O. S.
 Pratt, W. R., O. S.
 Price, J. A., C. P.
 Quier, Arthur, Seaman.
 Quinlan, W. J., G. M. 3c.
 Quiggle, J. L., El. 3c.
 Ragan, L. G., F. 1c.
 Reynolds, E. M., O. S.
 Reynolds, J. A., F. 1c.
 Rossi, R. J., G. M. 3c.
 Rogan, J. D., C. M. M.
 Ruffin, G. W., O. S.
 Richardson, W. A., Seaman.
 Rife, P. D., O. S.
 Reese, David, M. Att. 3c.
 Rees, G. W., M. at A. 2c.
 Reilly, T. F., Seaman.
 Reinemann, F. E., Seaman.
 Reinher, Henry, G. M. 2c.
 Randle, E. G., G. M. 3c.
 Rose, F. A., Seaman.
 Ratt, G. E., Seaman.
 Richards, C. W., C. P.
 Russon, Albert, F. 1c.
 Repstein, J. H., C. P.
 Rode, W. D., O. S.
 Rogers, Frank, C. P.
 Reeves, William, O. S.
 Robertson, Charles, Seaman.
 Roy, Joseph, C. P.
 Reis, Gerald, Bugler.
 Rowe, Vernon, O. S.
 Reese, Edward, O. S.
 Richter, A. H., O. S.
 Ridenour, W. A., O. S.
 Raith, J. M., O. S.
 Ryan, D. J., C. P.
 Ressler, A. L., C. P.
 Rutter, T. C., C. P.
 Riley, Frank, C. P.
 Smith, E. C., F. 2c.
 Sody, J. J., O. S.
 Sobczak, E. L., Seaman.
 Sprague, G. L., O. S.
 Sherman, Louis, Seaman.
 Stark, W. G., O. S.
 Stevens, H. E., C. T. C.
 Stark, Joseph, Seaman.
 Stillman, L. W. S., Yeo. 2c.
 Stefanski, J. J., Printer.
 Stamps, R. K., Seaman.
 Snelior, H. M., Ch. El.
 Stroud, C. D., Seaman.
 Sherman, R. H., Seaman.
 Sieloff, L. E., Seaman.
 Smith, G. R., S. C. 4c.
 Saylor, W. W., Seaman.
 Salas, Roberto, W. R. Cook.
 Savage, A. M., Seaman.
 Schwallenstecker, L. A., G. M. 3c.
 Schneck, Harry, O. S.
 Stark, I. G., Seaman.
 Schnurr, William, Yeo. 3c.
 Schledorn, J. C., Seaman.
 St. Peters, Philip, Seaman.

- Stine, Corry, Seaman.
 Stefferend, James, Ptr. 1c.
 Sullivan, D. E., W. T.
 Svihra, Michael, El. 2c.
 Swenson, O. P., G. M. 1c.
 Spruzzola, F. P., Seaman.
 Smith, F. W., Seaman.
 Smith, R. B., Seaman.
 Smith, G. P., Jr., El. 1c.
 Smith, A. R., El. 1c.
 Smith, Gordon, C. P.
 Smith, J. F., Seaman.
 Sikes, G. D., M. M. 2c.
 Schocklin, Charles, O. S.
 Sexton, T. G., P. and F.
 Shields, O. J., Cox.
 Scott, R. L., O. S.
 Sherer, Gottlieb, T. C. 1c.
 Shaw, W. G., C. G. M.
 Sitton, J. W., M. at A. 3c.
 Schmitz, J. B., C. P.
 Smith, Richard, F. 2c.
 Simmons, John, M. Att. 3c.
 Stewart, H. W., C. P.
 Shands, J. W., M. Att. 3c.
 Stegner, W. J., Seaman.
 Sausseye, O. I., Seaman.
 Shon, F. J., C. P.
 Stakes, L. C., F. 1c.
 Stauffer, B. F., C. P.
 Swanson, S. J., C. P.
 Sprott, R. C., H. App.
 Straker, Herman, Cab. Cook.
 Sanborn, H. G., O. S.
 Saverse, C. J., C. P.
 Sheldon, G. B., C. P.
 Stephens, W. W., O. S.
 Shumacher, G. A., M. at A. 1c.
 Schmitt, C. V., El. 2c.
 Sasse, F. W., M. M. 2c.
 Sayles, T. G., O. S.
 Shackelford, A. M., O. S.
 Stubbles, G. E., O. S.
 Steinberg, Harry, O. S.
 Steigerwald, John, O. S.
 Smith, W. L., O. S.
 Savage, J. A., O. S.
 Steinberg, W. J., O. S.
 Shallenberger, G. A., O. S.
 Seymour, T. W., O. S.
 Smith, A. B., O. S.
 Smith, William, O. S.
 Sweet, L. E., O. S.
 Stowers, J. M. F., O. S.
 Stark, Joseph, O. S.
 Spaulding, E. E., O. S.
 Szepinski, R. T. J., O. S.
 Simmler, Otto, O. S.
 Sullivan, Fred, O. S.
 Schrodell, F. J., O. S.
 Stewart, H. E., O. S.
 Schroer, J. T., C. P.
 Smith, Samuel, C. P.
 Treanor, J. O., Seaman.
 Totino, Settino, Mus. 1c.
 Troxell, Frank, Oiler.
 Tiverney, G. A., C. P.
 Troncin, F. J., Seaman.
 Thomas, S. H., M. Att.
 Titchenell, G. B., Seaman.
 Turner, Louis, C. W. T.
 Tharp, M. B., Seaman.
 Terico, Raymond, C. P.
 Teague, S. M., G. M. 3c.
 Turner, A. S., F. 2c.
 Taylor, James, O. S.
 Treglow, A. I., F. 1c.
 Timmins, J. J., O. S.
 Tozer, Z. A., O. S.
 Taylor, John, O. S.
 Tiller, H. A., O. S.
 Theis, J. H., O. S.
 Thompson, E. R., O. S.
 Tews, A. C., O. S.
 Treherne, B. U., M. Att. 3c.
 Theim, P. J., O. S.
 Truston, S. J., C. P.
 Tate, Logan, F. 1c.
 Ullery, L. W., O. S.
 Uhlenbusch, Edward, Bkr. 2c.
 Upson, L. F., C. Q. M.
 Venturine, Giuseppe, Mus. 1c.
 Van Kleeck, James, Oiler.
 Viano, J. E., Seaman.
 Voegtle, J. J., F. 1c.
 Volz, R. J., Seaman.
 VanDuyn, Ai, Blksmith.
 Vough, L. M., El. 3c.
 Vaughn, Percy, O. S.
 Vogel, F. W., Mus. 2c.
 Wakeman, H. T., El. 1c.
 Winkler, Otto, M. M. 1c.
 Woolmerath, F. J., Seaman.
 Wilson, H. C., Seaman.
 Williams, C. S., B. M. 2c.
 Whorton, A. R., F. 1c.
 Williams, George, C. P.
 Wintlandt, I. A., F. 1c.
 Wilson, John, Seaman.
 Wood, S. F., F. 1c.
 West, James, O. S.
 White, Charles, O. S.
 Wells, R. K., Seaman.
 Ward, E. H., C. P.
 Wagner, Albert, C. P.
 Walsh, G. F., Seaman.
 Willner, James, Seaman.
 Walker, Charles, F. 1c.
 Williams, Russell, Seaman.
 Woodruff, J. N., O. S.
 Wood, F. B., F. 1c.
 Woodin, W. M., O. S.
 Washington, D., M. Att. 3c.
 Weiss, C. J., C. P.
 Wagner, Carl, Bkr. 2c.
 Wood, Ralph, O. S.
 Waller, E. D., M. M. 2c.
 Wyckoff, O. A., El. 2c.
 Wirth, William, M. at A. 3c.
 Wolfendon, Harry, O. S.
 Wade, J. B., Jr., O. S.
 Wojdal, F. P., O. S.
 Waters, H. E., O. S.
 Williams, Charles, O. S.
 Whitney, A. LeB., O. S.
 Weir, F. E., O. S.
 Whitacre, E. C., O. S.
 Whatley, W. F., C. P.
 Wilson, E. F., El. 2c.
 White, E. E., C. P.
 Williams, H. A., C. P.
 Wagner, L. F., C. P.
 Wimberley, W. M., C. P.
 Walker, T. A., C. P.
 Waller, L. O., C. P.
 Wirtz, John, Seaman.
 Yant, Harry, Seaman.
 You, Lee, M. Att. 3c.
 Yost, F. P., O. S.
 Zieroth, Max, C. P.
- Marine Guard.**
- Culleton, J. L., 1st Sergt.
 Engle, C. S., Sergt.
 Smith, A. H., Sergt.
 Albezett, Louis, Corpl.
 Brown, Edward, Corpl.
 Patterson, Frank, Corpl.
 Trainor, William, Corpl.
 DeClerque, Ray, Drummer.
 Vreland, Sylvester, Drummer.
 Bennett, C. J., Private.
 Barnum, V. E., Private.
 Butler, Harry, Private.
 Banks, Francis, Private.
 Burns, R. L., Private.
 Beckner, J. N., Private.
 Bresnahan, D. J., Private.
 Beidleman, I. W., Private.
 Beale, G. L., Private.
 Baldwin, A. M., Private.
 Cooke, E. L., Private.
 Corker, M. E., Private.
 Coate, C. C., Private.
 Crawford, A. H., Private.
 Carpenter, Homer, Private.
 Campbell, Thomas, Private.
 Cheesman, E. E., Private.
 Calkins, D. E., Private.
 Denny, Robert, Private.
 Darrah, D. E., Private.
 Edwards, George, Private.
 Eagan, James, Private.
 Evans, Walter, Private.
 Fluck, E. S., Private.
 Faulk, D. F., Private.
 Figary, L. S., Private.
 Gilligan, W. H., Private.
 Goodspeed, L. J., Private.
 Hyatt, J. B., Private.
 Haun, Edward, Private.
 Hagerdorn, W. E., Private.
 Johnson, J. A., Private.
 Janotta, W. J., Private.
 Julian, G. L., Private.
 Keller, Joseph, Private.
 Kasnowitz, Julius, Private.
 Koehler, E. C., Private.
 King, Michael, Private.
 Longcoy, William, Private.
 Lawrence, J. A., Private.
 LeForrestier, W. A., Private.
 LeMoynne, S., Private.
 Lafountain, Edward, Private.
 Loftain, T. P., Private.
 Macy, J. P., Private.
 Mueller, L. R., Private.
 Moreau, H. J., Private.
 Mahoney, M. J., Private.
 McConnell, T. H., Private.
 McConnell, William, Private.
 Nevling, R. M., Private.
 O'Brien, N. C., Private.
 O'Donnell, W. P., Private.
 Popple, George, Private.
 Pounds, C. J., Private.
 Rumelin, K. A., Private.
 Rogers, H. J., Private.
 Ray, H. L., Private.
 Rinck, A. F., Private.
 Sable, Jules, Private.
 Svenson, J. T., Private.
 Sprowls, Michael, Private.
 Spain, H. C., Private.
 Snyder, Peter, Private.
 Sindelar, F. J., Private.
 Sharpe, C. L., Private.
 Shaffer, E. W., Private.
 Scruggs, L. M., Private.
 Simpson, S. G., Private.
 Sweeney, J. A., Private.
 Tompkins, Harry, Private.
 Turner, F. H., Private.
 Thompson, H. B., Private.
 Truax, W. S., Private.
 Varecka, William, Private.
 Wilson, F. H., Private.
 Williams, C. L., Private.
 Williams, M. E., Private.
 Wilcox, Burt, Private.
 Wigner, R. E., Private.
 Zorn, Arthur, Private.



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THE UNITED STATES BATTLESHIP GEORGIA.

Flagship Rear Admiral W. H. Emory, Commanding Second Division. Captain Henry McCrea, Commanding.

UNITED STATES BATTLESHIP GEORGIA.

Builders, Bath Iron Works.
Launched October, 1904.
Completed March, 1906.

Normal displacement, 14,948 tons. Full load displacement, 16,094 tons. Length at water line, 435 feet. Beam, 76 1-6 feet. Maximum draught, 26 feet.

Guns:

4 12-inch, 40 Cal.
8 8-inch, 45 Cal.
12 6-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 Automatic 1-pounders.
4 R. F. 1-pounders.
8 Colts.
4 Submerged Torpedo Tubes,
21-inch.

Armor:

11" Belt (amidships).
4" Belt (ends).
3" Deck (flat on belt amidships).
10"-7" Barbettes.
12"-8" Turrets.
6" Secondary Turrets.
6" Lower Deck (side).
6" Battery.
2" On 14-pounders.
9" Conning Tower.

Machinery: Two sets 4-cylinder vertical inverted triple expansion; 2 screws. Boilers: 24 Niclausse. Designed H. P. 19,000, equal 19 knots. Coal: Normal, 900 tons; maximum, 1,700 tons.

REAR ADMIRAL WILLIAM H. EMORY, U. S. NAVY.

COMMANDER SECOND DIVISION.

PERSONAL STAFF.

Lieut. R. W. Henderson, U. S. N. - - - - - Aid—Flag Lieutenant.
Lieut. C. F. Hutchins, U. S. N. - - - - - Aid—

Captain H. McCrea.
Lieut.-Comdr. G. W. Kline.
Lieut.-Comdr. S. E. Moses.
Lieutenant, C. P. Burt.
Lieutenant P. Washington.
Lieutenant E. P. Svarz.
Lieutenant F. W. Osburn.
Lieutenant R. C. Davis.
Ensign H. P. Kimmell.
Ensign C. S. McDowell.
Ensign M. M. Frucht.
Ensign A. B. Cook.
Midshipman J. J. London.
Midshipman R. L. Lowman.
Midshipman A. W. Brown, Jr.
Midshipman C. L. Wright.
Midshipman R. W. Mathewson.
Midshipman W. G. Child.
Midshipman L. F. Kimhall.
Midshipman G. M. Ravenscroft.

Midshipman A. A. Corwin.
Midshipman H. J. Abbett.
Midshipman N. L. Nichols.
Midshipman E. F. Clement.
Midshipman L. C. Scheihla.
Surgeon R. P. Crandall.
P. A. Surgeon J. P. Traynor.
Paymaster Richard Hatton.
Chaplain C. M. Charlton.
Captain J. A. Beaumont, U. S. M. C.
First Lieut. L. P. Pinkston, U. S. M. C.
Boatswain E. Murphy.
Chief Gunner J. J. Murray.
Gunner O. Borgeson.
Chief Carpenter J. P. Yates.
Warrant Machinist J. V. Jacobsen.
Warrant Machinist J. Burns.
Warrant Machinist W. Dixon.
Pay Clerk G. G. Schweizer.

Abbot, Walter, O. S.
Adams, J. E., C. P.
Adams, J. Q., C. P.
Adams, R. W., F. 1c.
Adams, C. T., Q. M. 3c.
Adamson, A. A., O. S.
Akermark, T. A., Ptr. 2c.
Alt, J. J., O. S.
Alt, B. J., F. 2c.
Ames, G. A., F. 2c.
Anderson, Axel, O. S.
Anderson, Carl, B. M. 1c.
Anderson, S., M. Att. 3c.
Andersen, Theodore, Q. M. 1c.
Andrews, A. R., P. and F.
Andrezejewski, Joseph, F. 2c.
Anger, Otto, O. S.
Anthony, E. S., O. S.
Antos, Emil, O. S.
Arder, C. S., Seaman.
Armrose, Andrew, O. S.
Armstrong, G. C., El. 2c.
Arnold, G. A., Seaman.
Ashby, E. C., O. S.
Attig, N. K., O. S.
Atwell, D. S., M. M. 2c.
Auge, G. K., C. P.
August, J., Cook to C. in C.
Averill, F. M., O. S.

Boens, Will, F. 2c.
Boileau, A. R., C. P.
Boland, John, O. S.
Boileau, Eugene, C. P.
Bourke, Lucien, G. M. 3c.
Bradbury, J. A., El. 2c.
Brazil, Myles, Ch. El.
Brockhuizen, Cornelius, O. S.
Brooks, Clyde, O. S.
Brooks, Samuel, O. S.
Brookins, Robert, M. Att. 3c.
Brown, A. F., Ptr. 1c.
Brown, H. O., Mus. 2c.
Brown, A. M., O. S.
Browne, J. W., Mus. 1c.
Brown, V. J., B. S.
Brucks, William, T. C. 1c.
Brunner, H., El. 3c.
Bryan, W. L., Seaman.
Buckholdt, J. H., O. S.
Buckholts, T. E., Seaman.
Buckley, J. D., F. 1c.
Buckley, Daniel, F. 1c.
Buland, E. O., O. S.
Buelow, W. J., O. S.
Bunting, Samuel, F. 2c.
Burgin, J. H., M. M. 1c.
Burke, Richard, F. 2c.
Burleigh, C. S., C. P.

Bailey, Z. J., O. S.
Baker, W. H., Str. Cook.
Barker, Walter, G. M. 3c.
Barnes, J. H., F. 2c.
Barr, A. T., Seaman.
Barry, E. R., Seaman.
Barry, J. R., Seaman.
Barton, G. T., G. M. 3c.
Bauer, A. P., Seaman.
Beard, H. E., F. 2c.
Bearder, William, O. S.
Beaton, C. R., F. 2c.
Beck, H. N., Seaman.
Becker, William, Oiler.
Beedie, W. E., Seaman.
Behling, W. E., O. S.
Belcher, F. H., O. S.
Benkert, G. F., O. S.
Benson, H. F., Cox.
Berg, A. C., Swright.
Bergen, R. N., O. S.
Berger, G. A., Seaman.
Betzmer, D. J., El. 2c.
Bevier, G. C., Bkr. 2c.
Bibeau, Edward, F. 2c.
Bickford, R. E., C. P.
Bierig, Arthur, Seaman.
Bischoff, Fred, C. P.
Blinn, C. L., O. S.

- Burnham, H. C., Ch. Yeo.
 Burney, J. H., Cab. Stw.
 Burns, Edward, O. S.
 Burns, T. A., Oiler.
 Burton, G. W., C. M. M.
 Butler, Sherwood, Seaman.
 Byland, W. T., P. and F.
 Cain, E. H., O. S.
 Callison, W. L., S. C. 4c.
 Cannon, R. H., F. 1c.
 Cargill, George, C. P.
 Carper, R. A., M. Att. 1c.
 Carr, G. T., T. C. 1c.
 Carroll, J. L., O. S.
 Casebolt, Cyde, O. S.
 Cassiday, L. L., O. S.
 Chapelle, W. A., C. P.
 Charnley, W. J., B. M. 2c.
 Chase, D. J., M. M. 2c.
 Chase, J. H., Seaman.
 Chenal, G. L., O. S.
 Chessman, C. A., Bkr. 2c.
 Christ, J. W., Seaman.
 Church, G. E., W. Tndr.
 Cichy, Frank, Seaman.
 Cipolla, Orlando, O. S.
 Claggett, J. T., C. P.
 Clark, J. A., M. Att. 3c.
 Clemmons, W. A., O. S.
 Cloud, K. G., H. App. 1c.
 Cole, R. H., F. 1c.
 Cole, J. H., O. S.
 Coleman, A. F., M. Att. 3c.
 Conklin, Carroll, Seaman.
 Conklin, W. N., F. 2c.
 Conley, J. F., C. P.
 Conlan, J. W., C. P.
 Connors, Joseph, W. O. Cook.
 Conway, J. J., F. 2c.
 Cook, Maxwell, El. 3c.
 Copes, T. H., F. 2c.
 Cordeau, W. F., Seaman.
 Cotter, J. P., E. S.
 Cotti, W. W., Seaman.
 Crawford, Thomas, Cox.
 Crinnin, William, C. P.
 Crissey, Ira, M. at A. 1c.
 Crossen, E. A., Ch. M. at A.
 Crossen, R. H., O. S.
 Crowford, J. A., C. P.
 Crowley, Michael, F. 2c.
 Crusoe, L. B., Seaman.
 Cruzan, R. E., C. P.
 Culen, M. W., G. M. 3c.
 Culver, H. D., Seaman.
 Curran, Joseph, Seaman.
 Cushman, F. E., Seaman.
 Custis, T. H., F. 1c.
 Dalley, John, C. P.
 Dalton, Harry, F. 2c.
 Danehy, J. J., O. S.
 Danner, J. S., Q. M. 3c.
 Darling, Joseph, M. M. 2c.
 Davis, Cortis, O. S.
 Davis, G. T., Seaman.
 Davis, J. C., W. O. Stw.
 Day, B. F., F. 2c.
 Decker, R. A., F. 2c.
 Delaney, J. J., C. P.
 Derr, H. L., O. S.
 DeSouter, Charles, Seaman.
 Deviney, E. D., M. M. 1c.
 Dewald, William, Seaman.
 Dickensheets, D. W., Seaman.
 Dietz, William, C. P.
 Dixon, Ervin, O. S.
 Donald, W. H., Ch. Yeo.
 Donnelley, W. J., O. S.
 Doyle, Frank, O. S.
 Drexler, F. A., W. Tndr.
 Driscoll, Joseph, P. and F.
 Driver, Charles, Seaman.
 Drapeau, J. A., F. 2c.
 Dwyer, T. P., W. Tndr.
 Dunster, A. E., Cox.
 Duty, A. F., O. S.
 Dudley, J. O., O. S.
 Dudley, P. S., F. 2c.
 Duffin, J. C., El. 2c.
 Durning, J. J., Seaman.
 Dutil, G. L., El. 3c.
 Dyson, C. G., El. 1c.
 Eames, F. B., S. C. 4c.
 Eastman, Jesse, C. P.
 Eckbold, W. B., C. P.
 Edge, S. J., O. S.
 Edmonds, Benj., W. O. Cook.
 Edwards, W. E., Oiler.
 Elliott, C. B., C. P.
 Elliott, R. B., O. S.
 Ellis, G. F., W. Tndr.
 Elrick, W. C., Bkr. 1c.
 Eltzer, Henry, M. at A. 2c.
 Emmonos, G. L., El. 3c.
 England, Clarence, O. S.
 Engle, J. A., Seaman.
 Erickson, Olaf, S. C. 2c.
 Estes, J. L., O. S.
 Evans, Frederick, B. M. 1c.
 Evans, Frederick, M. Att. 1c.
 Evanson, E. H., Seaman.
 Everette, J. H. E., Yeo. 2c.
 Fairbanks, S. J., G. M. 3c.
 Faltve, P. J., F. 2c.
 Fant, L. L., O. S.
 Farrell, F. V., O. S.
 Farrington, H. P., Seaman.
 Fee, J. E., O. S.
 Feehan, J. P., Oiler.
 Fellman, C. L., Seaman.
 Fencel, Frank, Seaman.
 Fent, Charles, Seaman.
 Fenwick, G. H., C. P.
 Fergus, David, W. Tndr.
 Fernandez, B., Cab. Cook.
 Ferree, W. E., M. Att. 3c.
 Ferris, E. E., M. at A. 1c.
 Fincher, J. B., O. S.
 Finnigan, Patrick, W. Tndr.
 Field, Charles, Seaman.
 Finneran, M. J., G. M. 1c.
 Flynn, D. B., Seaman.
 Fletcher, Howard, S. C. 4c.
 Florer, E. H., O. S.
 Fleming, J. S., O. S.
 Foster, Leo, F. 1c.
 Fostick, W. B., G. M. 3c.
 Foote, J. C., Bugler.
 Foley, J. P., O. S.
 Forbes, David, O. S.
 Foster, Charles, O. S.
 Foster, T. W., Seaman.
 Fogarty, J. J., Seaman.
 Frazier, G. N., O. S.
 Frazier, Allen, Seaman.
 Fredholm, Emanuel, G. M. 1c.
 Frese, J. C., F. 1c.
 Frink, E. A., C. P.
 Frister, Charles, C. P.
 Frost, F. E., Swright.
 Frost, E. R., O. S.
 Fry, V. H., O. S.
 Furnas, R. W., C. P.
 Gaito, G. P., O. S.
 Galbraith, Daniel, Seaman.
 Gallagher, William, Seaman.
 Gallipeau, J. I., Seaman.
 Gangloff, C. M., O. S.
 Garove, J. A., Seaman.
 Gardner, J. C., O. S.
 Garvey, W. H., W. Tndr.
 Garvin, R. T., O. S.
 Gaskins, G. S., M. Att. 2c.
 Gebo, Eugene, O. S.
 Geene, Abram, C. P.
 Gerow, Wesley, Oiler.
 Getter, C. F., El. 3c.
 Gibson, N. E., M. M. 1c.
 Gibson, Edward, Seaman.
 Gifford, Edward, Seaman.
 Gilbert, H. L., Seaman.
 Gilbert, Frank, C. P.
 Gilliland, H. R., F. 2c.
 Gilman, W. A., Yeo. 2c.
 Gilroy, John, C. P.
 Glynn, H. T., Oiler.
 Goggin, Charles, F. 1c.
 Goldberg, S. D., Mus. 2c.
 Gonzales, C. V., O. S.
 Gooby, U. G., Cox.
 Goodwin, Roy, F. 2c.
 Gorney, J. M., O. S.
 Gough, J. T., O. S.
 Gould, Harry, C. P.
 Graham, A. S., C. P.
 Graham, J. E., Ch. M. M.
 Gray, L. P., M. Att. 1c.
 Graebling, E. J., O. S.
 Greene, Charlie, F. 2c.
 Gregory, W. W., F. 2c.
 Griest, J. C., O. S.
 Griffith, C. L., O. S.
 Grobe, H. H., Seaman.
 Hadley, C. W., O. S.
 Hain, E. J., F. 2c.
 Haines, C. E., C. P.
 Haley, J. B., F. 2c.
 Hall, G. W., O. S.
 Hallauer, George, Bkr. 2c.
 Halligan, E. F., C. P.
 Ham, A. E., Seaman.
 Hamel, J. S., O. S.
 Hancock, G. W., O. S.
 Hand, W. D., O. S.
 Hank, Herman, El. 3c.
 Hanley, J. V., F. 2c.
 Hanson, J. W., F. 2c.
 Hansen, E. W., C. P.
 Hardy, T. H., M. Att. 3c.
 Harper, Richard, F. 1c.
 Harrington, William, F. 2c.
 Harris, William, M. Att. 3c.
 Harris, Orland, O. S.
 Harris, A. J., O. S.
 Harris, H. A., H. Stw.
 Harrison, C. H., O. S.
 Hart, M. C., Seaman.
 Hartnett, John, Seaman.
 Haugh, T. J., Seaman.
 Haughn, J. P., Cox.
 Haupt, J. F., C. P.
 Hays, Earl, O. S.
 Healey, D. E., Q. M. 3c.
 Heard, J. E., O. S.
 Heil, L. L., O. S.
 Heilpern, Henry, Yeo. 2c.
 Henderson, F. C., O. S.
 Henley, Oscar, El. 2c.
 Hennessey, Morris, F. 2c.
 Henning, Peter, Seaman.
 Herbert, Raymond, O. S.
 Herbert, William, C. B. M.
 Hergenroether, Henry, Sea.
 Hescok, Fred, El. 2c.
 Hession, J. J., Seaman.
 Heyburn, F. H., S. C. 1c.
 Hill, George, M. Att. 3c.
 Hill, J. J., Seaman.
 Hobrecht, F. A., F. 2c.
 Hochard, Simon, Seaman.
 Hocker, Isaac, M. Att. 3c.
 Hodgdon, G. R., C. P.
 Hoffman, R. S., O. S.
 Hoffman, Morris, O. S.
 Hoffman, W. E., Seaman.
 Holcomb, R. M., Seaman.
 Holland, H. W., Seaman.
 Hollenbeck, Joseph, O. S.
 Holladay, Leroy, M. Att. 3c.
 Holt, Robert, Seaman.
 Hoover, O. A., O. S.
 Hosmer, E. F., C. Q. M.
 Hossman, J. E., Ch. Cm. Stw.
 Houlihan, J. F., O. S.
 Hubbard, N. D., C. M. 3c.
 Hubert, L. G., Seaman.
 Hughes, H. V., M. M. 2c.
 Hughes, T. J., C. P.
 Huitfeldt, Oscar, B. M. 1c.
 Humbrecht, Erasmus, Sea.
 Humphrey, J. J., F. 1c.

- Humphreys, Parker, Seaman.
 Huneke, R. C., O. S.
 Hunt, W. P., W. R. Cook.
 Hurley, A. E., S. C. 4c.
 Ilutchinson, E. W., O. S.
 Hydorn, Clifford, Seaman.
 Hyland, R. C., 1st Mus.
 Ibscher, W. H. E., M. M. 2c.
 Ilse, A. R., O. S.
 Ireland, O. J., F. 2c.
 Ireton, V. T., F. 1c.
 Isbell, R. L., Mus. 2c.
 Jackson, James, O. S.
 Jackson, H. A., O. S.
 Jackson, L. J., F. 1c.
 Janiszewski, Frank, O. S.
 Jarvoss, B. L., Seaman.
 Jarvis, Paul, Mus. 2c.
 Jeffcoat, J. A., P. and F.
 Jennings, B. F., M. M. 2c.
 Johns, C. F., Mus. 2c.
 Johnson, A. C., O. S.
 Johnson, L. J., C. S.
 Johnson, J. R., Seaman.
 Johnson, R. L., O. S.
 Johnson, Harry, M. M. 2c.
 Johnston, F. F., C. P.
 Jolly, J. L., G. M. 2c.
 Jones, E. E., C. P.
 Jones, W. A., F. 2c.
 Jones, Daniel, F. 2c.
 Jones, F. O., O. S.
 Jordon, T. F., C. P.
 Josselyn, C. F., Seaman.
 Kaderaback, Frank, Seaman.
 Kauffman, W. J., F. 2c.
 Keaster, Harry, C. P.
 Keefe, T. J., C. P.
 Kelly, Albert, O. S.
 Kelly, J. J., C. P.
 Kendall, J. O., Yeo. 1c.
 Kenney, John, B. M. 2c.
 Kern, F. C., Seaman.
 Kernaghan, R. A., C. M. 2c.
 Kerns, J. W., W. Tndr.
 Kester, H. L. V., C. P.
 King, E. C., Seaman.
 King, Charlie, Seaman.
 King, J. T., O. S.
 Kittle, G. M., C. P.
 Klein, Joseph, Seaman.
 Klinger, Albert, C. G. M.
 Knebel, Herman, Cox.
 Knights, William, Seaman.
 Kochanowski, J. E., Q. M. 3c.
 Kohler, A. J., O. S.
 Koski, L. S., Mus. 1c.
 Kowalski, Florian, O. S.
 Kratz, G. H., F. 2c.
 Krenek, A. I., O. S.
 Krubbe, E. A., O. S.
 LaChance, N. J., Seaman.
 Lamb, P. C., C. P.
 LaPoint, Edmund, F. 1c.
 Lampton, W. J., Cox.
 Langfelder, C. R., Yeo. 1c.
 Lappin, J. F., Seaman.
 Lass, G. A., O. S.
 Leary, F. J., W. Tndr.
 Lee, J. W., Oiler.
 Lemmon, S. W., S. F. 2c.
 Leonard, John, W. Tndr.
 Lewis, Curg., Q. M. 1c.
 Lindstrom, D. A., Seaman.
 Lister, F. C., O. S.
 Liebert, J. A., F. 2c.
 Logan, R. R., M. Att. 3c.
 Longstreet, William, C. M. M.
 Lord, C. M., O. S.
 Loughman, William, F. 1c.
 Lucier, E. A., Oiler.
 Lucrsson, G. W., F. 2c.
 Luikart, C. E., F. 1c.
 Lundgren, A. W., Yeo. 3c.
 Lusher, A. R., Seaman.
 Luthyl, John, C. G. M.
 Luttrell, E. E., O. S.
 Lynn, James, S. C. 2c.
 MacDowell, J. H., O. S.
 Mackey, T. S., F. 2c.
 Madson, M. C., B. M. 2c.
 Magno, George, Seaman.
 Maher, Edward, C. P.
 Mahoney, R. J., Q. M. 3c.
 Mahoney, G. D., Oiler.
 Maillette, E. R., Yeo. 1c.
 Mallett, E. V., F. 1c.
 Mallon, J. J., M. at A. 2c.
 Maloney, A. P. J., C. P.
 Maneval, J. E., Mus. 2c.
 Manning, J. W., M. M. 2c.
 Marlow, C. E., Mus. 1c.
 Martin, W. F., M. at A. 3c.
 Mason, H. E., M. M. 2c.
 Massa, J. J., S. C. 4c.
 Mathews, L. E., O. S.
 Meede, M. M., M. Att. 3c.
 Mehl, J. W., C. P.
 Mehl, E. J., Seaman.
 Mieggs, W. E., W. Tndr.
 Meinzer, J. W., C. P.
 Mendles, J. J., C. P.
 Menzi, Walter, C. P.
 Merten, Frederick, C. P.
 Meyer, W. G., F. 2c.
 Meyer, C. L., O. S.
 Meyers, H. B., Seaman.
 Michellis, John, C. P.
 Mitchell, Arthur, Seaman.
 Mickoskey, J. E., O. S.
 Miles, J. A., C. P.
 Miller, J. D., C. P.
 Miller, R. L., O. S.
 Miller, J. H., F. 1c.
 Miller, J. M., Seaman.
 Miller, Frank, C. P.
 Milligan, B. A., O. S.
 Mills, D. E., Seaman.
 Miner, Leo, C. P.
 Mirzejewski, J. A., S. F. 1c.
 Mitchell, R. J., O. S.
 Mitchell, J. B., O. S.
 Monroe, J. R., O. S.
 Moore, C. R., Seaman.
 Moore, W. C., O. S.
 Moore, T. H., Seaman.
 Morgan, L. A., Seaman.
 Morris, Edward, M. Att. 1c.
 Morton, T. F., S. F. 1c.
 Moss, Jesse, C. Q. M.
 Mott, C. R., El. 1c.
 Mottaz, B. A., Mus. 2c.
 Mottz, Philip, El. 3c.
 Moyer, M. C., Seaman.
 Mueller, M. E., Seaman.
 Mullen, J. F., Seaman.
 Munroe, J. H., F. 2c.
 Murray, P. I., Mus. 2c.
 Murray, E. T., F. 2c.
 Murray, W. M., O. S.
 Myles, J. B., O. S.
 McAllister, J. S., O. S.
 McAuley, Murdo, C. W. T.
 McCarthy, T. A., M. at A. 1c.
 McCauley, G. J. E., Seaman.
 McCleese, Wm., M. Att. 3c.
 McCormick, W. J., Seaman.
 McCoy, J. T., Yeo. 3c.
 McCundy, J. L., G. M. 3c.
 McDermott, J. J., Seaman.
 McDonald, James, F. 1c.
 McDonald, T. J., B. S.
 McDonald, James, M. M. 1c.
 McDonough, G. O., G. M. 1c.
 McGaughey, W. F., F. 1c.
 McGeough, J. E., Seaman.
 McGovern, W. J., M. at A. 3c.
 McGrath, L. D., F. 2c.
 McGuiken, Harold, F. 2c.
 McGuiken, F. P., Seaman.
 McGuire, Arthur, F. 2c.
 McGuire, James, C. P.
 McIntyre, John, C. P.
 McLaughlin, H. E., Bugler.
 McKeller, O. R., Seaman.
 McKenna, O. K., C. P.
 McKeown, J. J., C. W. T.
 McKnight, M. J., Yeo. 2c.
 McLaughlin, P. J., Cox.
 McMichael, W. B., Bugler.
 McNamara, J. B., F. 2c.
 McNesby, G. F., F. 2c.
 Nagel, E. T., Yeo. 3c.
 Neese, E. E., G. M. 3c.
 Nelson, J. C. C., O. S.
 Nelson, W. J., O. S.
 Newton, L. C., C. M. 1c.
 Norlander, C. A., Swright.
 Nye, E. J., C. P.
 O'Brien, J. J., O. S.
 O'Brien, R. J., F. 1c.
 O'Connell, J. F., B. M.
 O'Leary, F. J., C. P.
 Oney, Bert, F. 2c.
 Olson, N. E., C. P.
 Orth, C. J., Seaman.
 Osterberg, C. G., C. M. M.
 Ott, Philip, C. P.
 Page, F. L., S. C. 3c.
 Palmer, Albert, C. P.
 Palmer, L. C., Printer.
 Paradis, J. M., Cox.
 Parker, H. H., M. M. 2c.
 Patterson, W. H., H. App.
 Patterson, D. W., Seaman.
 Payne, C. A., Seaman.
 Pelham, Don, G. M. 3c.
 Pelton, H. S., F. 2c.
 Perkins, Charles, S. M. M.
 Perry, C. A., M. Att. 3c.
 Perry, J. J., C. P.
 Peterson, Charles, Q. M. 1c.
 Peterson, David, Seaman.
 Petry, H. P., O. S.
 Pfeil, Cline, O. S.
 Phillips, John, F. 2c.
 Pienell, Frank, B. M. 1c.
 Pluche, L. A., O. S.
 Pluff, Christopher, Bugler.
 Poisson, George, B. S.
 Ponder, W. M., Seaman.
 Portlock, Jefferson, Cox.
 Potanowich, J. A., Sea.
 Powers, John, C. P.
 Powers, John, C. M. 1c.
 Pritchard, C. R., G. M. 3c.
 Pruitt, W. C., Mus. 2c.
 Pyne, R. J., W. Tndr.
 Quan, Lee, M. Att. 3c.
 Quigley, J. C., Seaman.
 Radford, H. V., C. P.
 Rahmer, L. M., Seaman.
 Rang, Arthur, Seaman.
 Rankin, F. B., O. S.
 Rasmussen, W. J., Mus. 1c.
 Raulf, A. T., M. M. 2c.
 Rave, F. W., F. 2c.
 Reay, William, G. M. 1c.
 Rechin, Christ, Jr., C. P.
 Redding, J. D., Seaman.
 Reed, J. C., F. 2c.
 Reed, H. E., Cox.
 Reich, Paul, F. 1c.
 Reid, A. H., El. 3c.
 Reilly, Christopher, O. S.
 Reitz, J. M., Seaman.
 Rendu, B. E., Stw. C. in C.
 Reynolds, F. G., Seaman.
 Reynolds, John, F. 2c.
 Richardson, Carl, Sea.
 Riemer, Frank, F. 2c.
 Rieggs, M. M., El. 3c.
 Riley, John, F. 2c.
 Riley, H. A., Cox.
 Robbins, J. W., Seaman.
 Robson, R. W., W. Tndr.
 Roche, M. J., W. Tndr.
 Roller, George, Jr., C. P.
 Rose, G. J., C. P.
 Rosenthal, F. W., Ptr. 2c.
 Rosensweig, Abraham, Sea.

- Rourke, George, F. 1c.
 Rowe, W. J., O. S.
 Rudolph, Philip, C. P.
 Rugg, C. W., C. M. M.
 Rusche, J. L., Seaman.
 Rusching, C. F., Seaman.
 Russell, Howard, Cox.
 Russell, W. T., Oiler.
 Rutan, Russell, F. 2c.
 Ryan, J. E., Seaman.
 Ryan, H. T., O. S.
 Ryan, J. J., F. 2c.
 Sage, F. J., O. S.
 Sanborn, E. L., Yeo, 2c.
 Sanford, S. S., Sea.
 Sank, Michael, F. 2c.
 Sargent, F. E., El. 3c.
 Sauer, Joseph, Jr., O. S.
 Sausville, W. J., F. 1c.
 Schaffer, V. V., F. 2c.
 Schanley, Robert, M. Att. 3c.
 Schlapp, Frank, B. M. 2c.
 Schlesinger, W. F., C. T. C.
 Schmid, J. F., O. S.
 Schmidt, Wendolin, Bkr. 2c.
 Schroeder, W. F., El. 1c.
 Schrufer, F. J., F. 2c.
 Shoemaker, J. F., F. 2c.
 Schwartz, F. G., Seaman.
 Scott, R. E., O. S.
 Scully, J. F., F. 2c.
 Searle, George, O. S.
 Sears, C. V., Mus. 2c.
 Sessions, Goldsboro, C. M. 3c.
 Sethman, A. O., S. C. 3c.
 Shaffer, Jacob, O. S.
 Shaffer, L. L., Mus. 1c.
 Shannon, J. R., T. C. 1c.
 Sheil, W. F., 2c.
 Shepherd, L. W., M. Att. 3c.
 Sheridan, Frank, O. S.
 Sherman, Frederick, O. S.
 Sickenberger, Donald, C. P.
 Simon, F. J., O. S.
 Simon, I. D., O. S.
 Simpson, Oliver, F. 2c.
 Slater, E. A., O. S.
 Slattery, W. L., O. S.
 Sledge, E. P., Cox.
 Slivka, C. G., Seaman.
 Slocomb, W. H., G. M. 3c.
 Smethers, B. L., Seaman.
 Smith, H. A., Seaman.
 Smith, A. L., Seaman.
 Smith, J. N., Seaman.
 Smith, M. I., F. 1c.
 Smith, H. A., O. S.
 Smith, T. V., Seaman.
 Smith, F. W., C. M. M.
 Smith, J. C., O. S.
 Smith, William, Seaman.
 Smith, J. T., O. S.
 Smyth, W. C., Seaman.
 Sojka, Randolph, Seaman.
 Sostheim, W. R., Cox.
 Southwick, R. I., O. S.
 Spencer, John, C. P.
 Spencer, James, O. S.
 Spickler, E. H., H. App. 1c.
 Sprott, R. W., C. P.
 Stapleton, F. F., Oiler.
 Star, Richard, C. G. M.
 Steck, George, F. 2c.
 Stevens, A. A., F. 1c.
 Stewart, C. W., Seaman.
 Stewart, F. G., M. M. 2c.
 Strinman, J. P., O. S.
 St. Louis, Arthur, Seaman.
 Stone, John, Seaman.
 Stuart, E. J., Seaman.
 Sturm, Clarence, C. P.
 Sugrue, C. F., F. 2c.
 Sullivan, T., C. W. T.
 Sullivan, J. T., Seaman.
 Sullivan, W. J., Oiler.
 Sutterby, W. T., O. S.
 Sundberg, G. R., Bmaker.
- Sveck, J. J., Oiler.
 Swanson, C. E., F. 2c.
 Swarts, E. T., Seaman.
 Sweeney, George, G. M. 3c.
 Sweet, W. F., O. S.
 Sylence, J. J., F. 2c.
 Tack, Frank, C. P.
 Tagland, Orly, Ch. Yeo.
 Tainter, Richard, B. Master.
 Takacs, J. F., Seaman.
 Tauxe, G. J., Q. M. 3c.
 Taylor, W. S., O. S.
 Taylor, J. O., B. M.
 Tewel, Leo, Seaman.
 Tierney, E. M., G. M. 3c.
 Tinstman, I. F., Seaman.
 Thompson, L. R., M. M. 2c.
 Thompson, James, F. 2c.
 Thornton, F. J., F. 1c.
 Tolbert, J. J., M. M. 2c.
 Tolson, H. C., F. 1c.
 Tompkins, E. E., Seaman.
 Traskey, Frank, Seaman.
 Trout, R. B., Seaman.
 Turcott, Leon, F. 2c.
 Uttendorfer, Louis, B. M. 2c.
 Uyeno, Motojiro, W. R. Stw.
 Van Alstine, E. W., O. S.
 Van Dresser, A. J., El. 1c.
 Velnovsky, E. C., C. P.
 Vine, A. H., O. S.
 Vinson, J. B., M. at A. 3c.
 Vogel, John, O. S.
 Volz, P. W., C. P.
 Vondrak, Joseph, Seaman.
 Wait, E. L., O. S.
 Walker, W. J., El. 2c.
 Wallace, W. J., O. S.
 Wallay, G. E., F. 2c.
 Walter, R. N., G. M. 2c.
 Wagner, T. J., S. C. 4c.
 Ward, Thomas, F. 1c.
 Wardzinski, Michael, O. S.
 Watson, R. G., F. 1c.
 Weaver, W. L., O. S.
 Weaver, Walter, F. 1c.
 Wineberg, A. A., O. S.
 Weiner, C. F., F. 2c.
 Weitlauf, Joseph, S. C. 3c.
 Wells, G. W., Str. Stw.
 Wendt, Paul, El. 2c.
 Werner, W. F., O. S.
 Westcott, A., C. P.
 Westvelt, E. R., O. S.
 White, James, C. W. T.
 Whiteside, W. W., O. S.
 Whitlock, Thomas, F. 1c.
 Whitman, A. F., F. 2c.
 Wickens, C. W., O. S.
 Williams, G. R., O. S.
 Williams, T. L., M. Att. 2c.
 Williams, G. E., Seaman.
 Williams, J. T., C. P.
 Williams, C. H., C. P.
 Willard, M. H., El. 3c.
 Willson, Fred, C. P.
 Wilson, Charles, C. B. M.
 Wilson, P. A., El. 3c.
 Wimmer, S. J., M. M. 1c.
 Wimmer, G. T., G. M. 3c.
 Winans, B. H., O. S.
 Windhauser, B. C., Seaman.
 Winn, Albert, F. 1c.
 Wintermute, E. A., G. M. 3c.
 Wisniewski, S. J., F. 2c.
 Wolf, B. E., Ch. El.
 Wood, F. G., Seaman.
 Wood, C. L., El. 2c.
 Wright, William, G. M. 3c.
 Young, N. A., F. 1c.
 Young, W. P., Seaman.
 Zide, Anthony, C. P.
 Zurowski, P. B., F. 2c.
- Marine Guard.**
- Franklin, J. J., 1st Sergt.
 Chute, C. W., Sergt.
- Quigley, T., Sergt.
 Clark, H. S., Corpl.
 Martin, A. S., Corpl.
 Phelps, C. A., Private.
 Pollock, F. J., Sergt.
 Rappleye, C. B., Drummer.
 Bennett, P., Private.
 Andrews, J., Private.
 Arnold, G., Private.
 Carr, J., Private.
 Clark, D., Private.
 Cridler, R. C., Private.
 Dewberry, J. F., Private.
 Dodds, E. J., Private.
 Donovan, G., Private.
 Doughty, J., Private.
 Driscoll, E. J., Private.
 Edwards, D. J., Private.
 Furister, V. L., Private.
 Giffin, G., Private.
 Gill, G. D., Private.
 Goggin, M. J., Private.
 Graham, R. N., Private.
 Hammel, R. L., Private.
 Happe, M. J., Private.
 Harris, C., Private.
 Heaphy, J. E., Private.
 Higgins, W., Private.
 Hill, S. M., Private.
 Hoffman, E. V., Private.
 Huffman, C. R., Private.
 Horency, F. S., Private.
 Huffman, C. M., Private.
 Ingledue, R. L., Private.
 Jacobs, P. J., Private.
 Jarvis, C. B., Private.
 Jay, E. C., Private.
 Johnson, E. E., Private.
 Kane, J., Private.
 Kelley, J. A., Private.
 Kelley, C., Private.
 Kenney, W., Private.
 Kenney, W., Private.
 Key, A., Private.
 Koehler, J. F., Private.
 Lamb, C. L., Private.
 Lanier, P., Private.
 Logan, L. L., Private.
 Magnet, H., Private.
 Martin, J. F., Private.
 McCarthy, J., Private.
 McDonald, H. D., Private.
 McGraw, W. A., Private.
 Messenger, A. O. G., Private.
 Miesch, C. S., Private.
 Miller, W. C., Private.
 Miller, C. S., Private.
 Mills, M., Private.
 Mock, I., Private.
 Murray, H., Private.
 Owens, A., Private.
 Perrin, E. J., Private.
 Phillips, H. H., Private.
 Pilote, F., Private.
 Rhodes, F., Private.
 Rome, F. W., Private.
 Rood, C. A., Private.
 Rosenberg, H., Private.
 Ryan, A., Private.
 Scott, S., Private.
 Shine, J. H., Private.
 Sledge, G. E., Private.
 Smith, H. H., Private.
 Stark, E. L., Private.
 Steeb, M., Private.
 Suthard, G. P., Private.
 Trusler, R. F., Private.
 Wallen, C. O., Private.
 Warren, H. G., Private.
 Whittington, R. L., Private.
 Wilbur, B. R., Private.
 Woodard, G. C., Private.
 Wright, C. D., Private.
 Zimmer, A., Private.



THE UNITED STATES BATTLESHIP NEW JERSEY.
Captain W. H. H. Southerland, Commanding

UNITED STATES BATTLESHIP NEW JERSEY.

Builders, Fore River Company.
Launched November, 1904.
Completed March, 1906.

Normal displacement, 14,948 tons. Full load displacement, 16,094 tons. Length at water line, 435 feet. Beam, 76 1-6 feet. Maximum draught, 26 feet.

Guns:

4 12-inch, 40 Cal.
8 8-inch, 45 Cal.
12 6-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 Automatic 1-pounders.
4 R. F. 1-pounders.
8 Colts.
4 Submerged Torpedo Tubes.
21-inch.

Armor:

11" Belt (amidships).
4" Belt (ends).
3" Deck (flat on belt amidships).
10"-7" Barbettes.
12"-8" Turrets.
6" Secondary Turrets.
6" Lower Deck (side).
6" Battery.
2" On 14-pounders.
9" Conning Tower.

Machinery: Two sets 4-cylinder vertical inverted triple expansion; 2 screws. Boilers: 12 Babcock. Designed H. P. 19,000, equal 19 knots. Coal: Normal, 900 tons; maximum, 1,700 tons.

Captain W. H. H. Sutherland.
Lieut.-Comdr. P. W. Hourigan.
Lieut.-Comdr. E. H. Durell.
Lieut.-Comdr. F. B. Upham.
Lieut.-Comdr. F. Lyon.
Lieutenant F. C. Martin.
Lieutenant O. C. Dowling.
Lieutenant C. W. Early.
Lieutenant M. S. Corning.
Lieutenant W. J. Moses.
Ensign W. Liggett, Jr.
Midshipman J. R. Morrison.
Midshipman I. C. Kidd.
Midshipman J. B. Goldman.
Midshipman W. L. Beck.
Midshipman M. A. Libbey.
Midshipman C. C. Gill.
Midshipman R. A. Burford.

Midshipman W. W. Lawrence.
Midshipman C. A. Jones.
Midshipman M. J. Torlinski.
Midshipman H. H. Ritter.
Surgeon N. J. Blackwood.
Asst. Surgeon M. H. Ames.
Paymaster J. R. Sanford.
Captain W. H. Parker, U. S. M. C.
Second Lieut. W. F. Bevan, U. S. M. C.
Chief Boatswain P. Herbert.
Chief Gunner F. H. Whitney.
Chief Gunner W. H. F. Schluter.
Carpenter W. H. Sampson.
Warrant Machinist J. Dexter.
Warrant Machinist H. W. Andrews.
Warrant Machinist J. H. McDonough.
Pay Clerk R. A. Ashton.

Abbott, Wayne, Mus. 2c.
Adkins, N. W., S. C. 3c.
Aitkens, E. B., O. S.
Aldridge, C. F., O. S.
Allee, Charles, F. 2c.
Allen, E. G., P. and F.
Allen, L. E., F. 2c.
Allen, Shelley, Mus. 1c.
Anderson, Henry, S. F. 2c.
Anderson, J. E., M. A. 3c.
Anderson, J. H., F. 1c.
Anderson, R. W., O. S.
Armstrong, Robert, Seaman.
Artle, Charles, M. M. 2c.
Atkinson, J. W., Seaman.
Austin, Charles, F. 1c.
Avery, H. W., O. S.
Avrton, A. C., C. P.
Babb, M. D., O. S.
Bailey, C. L., Seaman.
Baker, C. S., O. S.
Baker, F. L., Ch. Yeo.
Baker, H. E., C. P.
Baker, J. B., Bkr. 2c.
Ballard, I. N., O. S.
Banks, Henry, M. Att. 3c.
Bardav, Sam, Cox.
Barker, J. R., Blksmith.
Barrett, Frank, F. 1c.
Barry, J. H., Cox.
Barstow, E. W., Seaman.
Bartko, J. G., C. P.
Barton, H. E., Bmaker.
Batcheller, George, F. 1c.
Bates, W. E., O. S.
Bearnard, C. J., F. 1c.
Beasley, C. L., O. S.
Beck, Andrew, O. S.
Behning, M. A., C. P.
Belanger, J. G., F. 2c.
Bell, Leroy, O. S.
Bellman, Louis, Str. Stw.
Bellmore, A. T., M. M. 1c.

Bender, C. H., O. S.
Bender, W. K., O. S.
Benner, F. T., Seaman.
Bennock, Archibald, F. 1c.
Bennett, B. T., Seaman.
Bennett, J. W., C. G. M.
Berg, Albert, C. P.
Berlin, L. W., Mus. 2c.
Berry, David, O. S.
Besch, John, O. S.
Biel, Albert, C. P.
Biggs, Edward, C. W. T.
Blanchard, A. J., F. 2c.
Bly, Paul, O. S.
Boarman, M. I., O. S.
Bliss, W. T., Seaman.
Boeckman, Clarence, Seaman.
Boerd, Fredrick, C. W. T.
Bohac, J. A., O. S.
Boring, F. A., El. 1c.
Boudreau, John, O. S.
Bowden, C. R., C. B. M.
Bowen, John, B. M. 2c.
Boyer, James, O. S.
Boyle, J. J., W. T.
Bradlev B. B., O. S.
Brady, Joseph, C. P.
Brandon, H. A., S. C. 4c.
Brannan, Hawley, C. M. 3c.
Brennan, James, Oiler.
Bretz, E. J., F. 1c.
Bridges, A. C., Ch. Yeo.
Brien, J. T., C. M. M.
Brooks, Albert, O. S.
Brown, Elijah, W. R. Ck.
Brown, Lawrence, Seaman.
Brown, L. J., C. P.
Bruso, J. J., Seaman.
Bryant, D. W., M. Att. 3c.
Buckley, F. T., O. S.
Burke, J. P., S. C. 2c.
Burr, M. C., El. 3c.
Busicchio, Nicholas, O. S.

Busking, William, O. S.
Butler, Frederick, F. 1c.
Butler, W. H., F. 1c.
Butterfield, E. P., O. S.
Callaway, Walter, O. S.
Campbell, Andrew, B. M. 2c.
Campbell, B. H., C. P.
Campbell, J. P., O. S.
Caple, Clark, G. M. 2c.
Carlson, C. H., M. M. 2c.
Carlson, J. F., C. M. M.
Carlton, F. G., M. M. 2c.
Carnes, Herbert, Seaman.
Caro, S. B., O. S.
Carpenter, F. L., C. P.
Carroll, C. J., Seaman.
Casey, M. J., F. 2c.
Casey, J. P., O. S.
Cassel, J. E., Q. M. 2c.
Cassidy, P. H., M. M. 2c.
Cate, L. A., Seaman.
Cavanaugh, John, O. S.
Cezarra, H. F., W. T.
Chamberlayne, R. L., M. A. 3c.
Chadwick, C. E., F. 2c.
Champlin, H. N., Seaman.
Chaney, Zebedeo, F. 1c.
Charnock, Ralph, O. S.
Cheetham, J. J., F. 2c.
Childs, W. C., H. A. 1c.
Clapsaddle, W. M., O. S.
Clark, E. E., C. P.
Cleveland, Grover, O. S.
Clouse, F. G., O. S.
Coffey, Patrick, Mus. 2c.
Coffin, E. H., F. 2c.
Cole, B. W., H. Stw.
Coleman, L., W. O. Stw.
Collins, C. L., M. Att. 3c.
Collins, F. T., O. S.
Collins, T. J., Seaman.
Cott, A. J., O. S.
Colwell, A. R., Seaman.
Commery, S. C., F. 2c.

Conant, C. B., O. S.
 Connelly, E. F., F. 2c.
 Connors, John, W. T.
 Connelly, J. J., O. S.
 Cook, J. A., F. 1c.
 Coombs, L. S., O. S.
 Cooper, F. L., Seaman.
 Cooper, R. J., Cox.
 Coppage, Frank, Cox.
 Corbitt, F. T., O. S.
 Cornel, R. F., O. S.
 Couvillion, A. B., O. S.
 Cox, John, C. P.
 Craig, B. J., O. S.
 Crinion, T. J., Cox.
 Cronise, F. A., O. S.
 Cross, Walter, Bkr. 2c.
 Crowley, D. C., Ch. El.
 Croxall, F. K. J., Seaman.
 Cullaton, R. J., G. M. 1c.
 Culmer, J. W., O. S.
 Cunningham, J. S., O. S.
 Curtis, O. D., F. 1c.
 Dailey, John, S. C. 2c.
 Daley, L. L., Seaman.
 Dane, S. H., F. 1c.
 Daniels, W. A., M. M. 2c.
 Darrah, M. R., Bugler.
 Daubenspeck, E. G., O. S.
 Davidson, B. E., O. S.
 Davis, Grank, F. 2c.
 Davis, H. H., M. at A. 2c.
 Deberst, J. H., M. Att. 3c.
 Decker, A. J., O. S.
 Dederichs, P. J., G. M. 3c.
 Denison, E. E., O. S.
 Desenfants, Ralph, O. S.
 Devine, M. J., B. Master.
 DeWitt, Daniel, P. and F.
 Dillon, Martin, C. P.
 Dobry, J. H., F. 2c.
 Dockstader, C. A., Seaman.
 Doerr, J. H., Q. M. 3c.
 Dolan, J. J., Seaman.
 Dolbeer, J. B., C. P.
 Donahue, T. E., O. S.
 Dorkewitz, G. H., C. P.
 Dougherty, C. V., O. S.
 Dowd, T. F., Seaman.
 Doyle, Sidney, Seaman.
 Dragon, W. J., F. 1c.
 Drake, J. F., C. P.
 DuBois, E. P., El. 3c.
 Ducy, G. T., Mus. 2c.
 Dudley, J. M., M. Att. 2c.
 Dugan, B. V., Bmaker.
 Dugan, T. S., Mus. 2c.
 Dupar, O. A., C. P.
 Eason, F. B., C. P.
 Eaton, A. H., Seaman.
 Edwards, E. F., Blksmith.
 Eldenburg, C. F., M. M. 2c.
 Elliott, H. P., Seaman.
 Ellison, A. E., C. G. M.
 Evans, Richard, C. P.
 Fagan, M. F., O. S.
 Fabey, J. J. S., C. C. Stw.
 Fairway, W. J., F. 2c.
 Farland, F. E., C. M. 2c.
 Farris, M. H., O. S.
 Feigert, T. E., M. M. 2c.
 Ferguson, H. W., Mus. 1c.
 Fillion, Raymond, O. S.
 Finck, C. F., Seaman.
 Finley, Raymond, O. S.
 Finn, Joseph, Seaman.
 Fischer, F. H., Seaman.
 Fischer, G. F., C. P.
 Flannery, J. C., C. P.
 Flood, J. E., Seaman.
 Flukes, J. W., Oiler.
 Foley, J. J., F. 2c.
 Foley, T. F., Seaman.
 Ford, Daniel, F. 1c.
 Foreman, C. O., F. 2c.
 Forney, J. E., O. S.
 Forrest, W. H., Bugler.
 Fort, R. W., O. S.
 Foulis, Robert, O. S.
 Frank, William, O. S.
 Franke, Otto, F. 1c.
 Freligh, A. D., O. S.
 Fridley, A. F., Oiler.
 Forehner, Albert, O. S.
 Frye, W. E., Seaman.
 Fuller, L. R., O. S.
 Gallagher, Charles, O. S.
 Garniss, W. B., Ch. Yeo.
 Garrett, Emery, Cox.
 Gater, E. G., M. M. 2c.
 Gauhan, J. A., Cox.
 Gibbon, Harvey, Seaman.
 Gibson, W. N., M. at A. 1c.
 Gilberti, William, O. S.
 Gilbride, Martin, C. P.
 Gill, William, F. 1c.
 Gillan, B. J., O. S.
 Glacy, William, Seaman.
 Gleason, Frank, G. M. 3c.
 Gleason, John, C. M. 1c.
 Golden, G. H., F. 2c.
 Goldmon, L. S., O. S.
 Goode, A. W., Seaman.
 Goodwin, E. H., Csmth.
 Goodwin, J. F., Seaman.
 Gore, W. F., El. 3c.
 Gorman, Charles, F. 1c.
 Grady, T. E., M. at A. 1c.
 Gray, H. W., Cox.
 Grayes, J. H., El. 2c.
 Greenley, A. L., O. S.
 Greenleaf, R. G., C. M. M.
 Griffin, E. J., F. 2c.
 Guttenkunst, Chas., C. G. M.
 Groebner, Joseph, Oiler.
 Hack, W. H., Seaman.
 Hager, Martin, Seaman.
 Haggerty, F. J., M. M. 1c.
 Hahn, John, Seaman.
 Haley, W. G., F. 2c.
 Hall, T. J., O. S.
 Hamby, G. F., El. 3c.
 Hansen, C. H., F. 2c.
 Hansen, H. E., O. S.
 Hansen, W. T., O. S.
 Hansen, A. L., Seaman.
 Harmon, O. E., O. S.
 Harold, T. J., P. and F.
 Harper, F. M., C. M. 2c.
 Harrigan, J. J., F. 1c.
 Harris, J. H., O. S.
 Hartman, W. A., Oiler.
 Hartmann, W. H., C. P.
 Haug, Fred, O. S.
 Havener, G. W., C. M. 3c.
 Hawkins, George, O. S.
 Hearkins, James, M. at A. 3c.
 Hebb, Allen, S. F. 1c.
 Heene, F. LeR., O. S.
 Helback, Christopher, O. S.
 Heslin, C. J., C. P.
 Hester, W. F., M. M. 1c.
 Hewitson, Henry, Ptr. 1c.
 Hewitt, Otho, O. S.
 Heywood, James, O. S.
 Hickey, W. J., Seaman.
 Hieronymus, C. D., Seaman.
 Hildreth, A. B., M. M. 1c.
 Hobart, W. E., O. S.
 Hodges, Joseph, C. P.
 Hoffman, Frederick, Oiler.
 Hoffman, W. H., Cox.
 Holbein, H. L., Seaman.
 Holbrook, R. F., O. S.
 Holland, Isaac, O. S.
 Holland, G. L., M. Att. 3c.
 Holley, J. L., O. S.
 Hollingsworth, A. O., Sea.
 Holmes, James, M. Att. 3c.
 Holway, L. K., O. S.
 Honer, C. T., M. at A. 3c.
 Hotchkiss, Calvin, Seaman.
 Howard, A. J., G. M. 3c.
 Howard, C. M., Printer.
 Hubbard, A. D., F. 2c.
 Hughes, Patrick, Seaman.
 Hughes, W. M., F. 2c.
 Humphrev, H. C., Mus. 2c.
 Hunt, C. J., O. S.
 Huntley, H. W., Yeo. 3c.
 Hutchins, Charles, C. W. T.
 Imke, George, C. P.
 Ireland, Charles, G. M. 1c.
 Irish, M. J., S. C. 3c.
 Irons, F. L., F. 2c.
 Iwasaki, Esuke, Cah. Cook.
 Jablosky, J. P., Seaman.
 Jacobson, John, Cox.
 Jacobsen, Marthin, W. T.
 James, Frederick, O. S.
 James, J. I., Seaman.
 Jarvis, E. H. C. P.
 Jensen, P. J. F., C. P.
 Jerrior, H. J., G. M. 1c.
 Johansson, F. B., S. M. M.
 Johnson, John, Bkr. 1c.
 Johnson, R. M., C. P.
 Jones, A. L., G. M. 3c.
 Jones, C. K., Bkr. 2c.
 Joyce, H. B., C. P.
 Koltz, W. C. F., F. 1c.
 Kairat, G. F. W., O. S.
 Kane, A. W., O. S.
 Keene, T. J., F. 2c.
 Kellam, Ruben, F. 2c.
 Kellom, Daniel, M. Att. 2c.
 Kelleher, D. J., F. 2c.
 Kellett, James, C. P.
 Kelley, Fred, O. S.
 Kelley, J. J., C. P.
 Kelley, William, M. at A. 1c.
 Kelley, P. J., B. M. 2c.
 Kennelly, Michael, C. P.
 Kenny, R. M., C. P.
 Kiener, Arthur, Ptr. 3c.
 Kilmon, F. S., C. P.
 Kinderman, F. W., F. 1c.
 King, Ephraim, S. C. 2c.
 King, Frank, C. P.
 Kingsley, C. A., C. P.
 Kintner, W. W., Csmth.
 Kirkham, R. E., O. S.
 Kirner, G. V., Seaman.
 Kistler, P. A., El. 2c.
 Kloumann, A. O., O. S.
 Klessendorf, W. T., C. C. M.
 Klinck, J. J., Seaman.
 Knowles, Frederick, Seaman.
 Knowles, R. G., G. M. 3c.
 Klous, Frank, F. 2c.
 Koller, Charley, F. 2c.
 Konter, R. W., El. 1c.
 Kraft, S. P., C. P.
 Kostler, Joseph, F. 2c.
 Kranka, Joe, C. P.
 Kresmant, William, F. 2c.
 Kreuzberger, Anton, F. 1c.
 Krueck, W. A., Cox.
 Krum, Harry, O. S.
 Kunne, Albert, W. R. Stw.
 Kyle, C. B., C. M. at A.
 LaFleur, D. J., M. M. 2c.
 Lancaster, R. R., O. S.
 Langdon, G. P., El. 1c.
 Langer, F. J., C. P.
 Lassiter, J. C., O. S.
 Lazalier, Arthur, O. S.
 Lee, F. V., Yeo. 2c.
 Leed, Gerald, O. M. 3c.
 Lentz, C. W., O. S.
 Leonard, P. F., C. P.
 Lewis, Raymond, M. Att. 2c.
 Lewis, T. S., C. P.
 Leuenberger, Emil, Oiler.
 Libby, C. E., Seaman.
 Lienhart, Rudolf, C. P.
 Lina, A. J., F. 2c.
 Linden, Joseph, F. 2c.
 Linder, R. D., O. S.
 Lisk, R. H., C. P.
 Little, W. H., O. S.
 Logan, P. F., Jr., F. 2c.
 Loshinski, F. W., O. S.
 Love, C. R., O. S.

- Lownsbury C. V., O. S.
 Ludwig, Edgar, C. P.
 Luke, B. F., O. S.
 Lulinski, F. S., Seaman.
 Luttrell, N. J., M. M. 2c.
 Lynch, J. D., O. S.
 Lvons, J. W., Jr., El. 3c.
 Mackesy, John, F. 2c.
 Madden, J. T., F. 1c.
 Maddox, W. H., F. 2c.
 Mahoney, J. F., F. 2c.
 Mahoney, M. J., F. 1c.
 Malone, L. M., O. S.
 Maloney, W. S., Seaman.
 Mann, T. M., C. P.
 Marcel, W. G., Seaman.
 Margrander, Louis, G. M. 3c.
 Marion, Elmer, C. P.
 Marshall, A. J., Ch. Yeo.
 Martak, A. E., Seaman.
 Masuoka, Rikichi, Cab. Stw.
 Matthews, R. C., F. 1c.
 Matulivech, Joseph, O. S.
 Mayer, H. E., Seaman.
 Meagher, J. F., Blksmith.
 Meehan, T. F., C. W. T.
 Meier, Robert, O. S.
 Melchert, H. H., O. S.
 Menier, C. C., O. S.
 Messier, A. A., Seaman.
 Metler, E. E., Seaman.
 Meyers, Joe, C. P.
 Miccia, Anthony, Seaman.
 Mickens, P. J., M. Att. 2c.
 Miles, L. A., M. Att. 3c.
 Miller, Charles, Seaman.
 Miller, Henry, B. M. 1c.
 Miller, Herman, F. 2c.
 Miller, P. A., S. C. 4c.
 Miller, R. R., G. M. 1c.
 Miller, R. VanD., El. 3c.
 Miller, Rudolph, F. 1c.
 Miller, Theodore, C. P.
 Miller, W. T., C. P.
 Mink, G. A., O. S.
 Minnis, Edward, O. S.
 Missall, Peter, O. S.
 Mitchell, Albert, O. S.
 Mitchell, J. A., C. P.
 Mittelstadt, C. F., C. P.
 Moell, J. F., F. 2c.
 Moliue, J. F., O. S.
 Montgomery, C. L., O. S.
 Moore, A. J., Mus. 1c.
 Moore, F. J., M. 2c.
 Moore, L. R., El. 3c.
 Moorehead, Clyde, Seaman.
 Moreland, F. B., Mus. 2c.
 Morlev, J. A., C. P.
 Morris, L. H., Seaman.
 Morris, Robert, Fl. 1c.
 Morton, H. H., O. S.
 Muehleisen, H. G., O. S.
 Mueller, R. E., O. S.
 Mullen, A. B., Seaman.
 Mullen, G. E., F. 2c.
 Mullen, O. C., C. P.
 Mullen, T. J., F. 1c.
 Murch, F. F., O. S.
 Murphy, John, Oiler.
 Mahlke, H. A., O. S.
 McAmsis, B. E., O. S.
 McAnulty, F. J., G. M. 3c.
 McBride, J. C., El. 1c.
 McBride, William, O. M. 3c.
 McCabe, H. J., C. P.
 McCann, Walter, Mus. 2c.
 McClellan, Rosco, C. P.
 McClintock, G. H., O. S.
 McCullough, T. J., C. P.
 McDonald, W. A., El. 3c.
 McDonnell, Mike, W. T.
 McDonough, J. W., C. P.
 McEvoy, Edward, Seaman.
 MacFarlan, W. T., C. P.
 McGlinchey, J. J., O. S.
 McGlinchey, E. V., F. 2c.
 McGrorey, C. F., Oiler.
 McKee, Joseph, C. P.
 MacKensie, C. W., Stw.
 McKinnies, C. E., O. S.
 McLaughlin, F. J., Seaman.
 McLeod, J. C. H., C. P.
 McManus, E. F., Oiler.
 McNally, T. F., Seaman.
 McNamara, John, O. S.
 McNaughton, R. G., C. P.
 McNaught, J. J., Blksmith.
 Nance, F. A., 1st Mus.
 Narey, Peter, Jr., S. C. 4c.
 Neal, W. G., F. 2c.
 Neil, R. R., C. P.
 Nesser, J. S., Jr., F. 2c.
 Nessler, Fred, O. S.
 Newberry, R. P., O. S.
 Newell, E. L., El. 3c.
 Newman, F. J., O. S.
 Nichols, H. McC., Seaman.
 Nicoll, W. E., C. P.
 Nisch, H. F. Wm., Seaman.
 Noonan, J. F., O. S.
 Northrup, George, F. 2c.
 O'Brien, W. F., Cox.
 O'Connor, Eugene, Seaman.
 Oden, Emil, O. S.
 Odenath, T. R., O. S.
 Offer, G. E., Seaman.
 Oki, Sozabur, W. R. Cook.
 O'Laughlin, J. H., C. P.
 Orr, T. E., T. C. 1c.
 Owens, James, F. 1c.
 Pae, E. J., C. P.
 Palmer, Edward, G. M. 3c.
 Parker, B. C., M. M. 2c.
 Parry, Richard, O. S.
 Passeno, Ranay, Jr., F. 2c.
 Patterson, E. S., O. S.
 Patton, R. T., Yeo. 2c.
 Patrick, J. D., Yeo. 3c.
 Penny, H. E., O. S.
 Peterson, A. E., Oiler.
 Peterson, L. B., O. S.
 Petry, Frederick, Ch. T. C.
 Pfeiffer, H. P., G. M. 3c.
 Picha, F. T., O. S.
 Pierce, H. A., O. S.
 Pietulo, Dimitri, G. M. 1c.
 Pindle, E. H. M. Att. 3c.
 Pipes, Samuel, F. 1c.
 Pipkin, M. E., El. 3c.
 Pledger, E. E., O. S.
 Plumkett, W. D., Cox.
 Plucinski, F. J., C. P.
 Powell, F. W., C. P.
 Powers, J., Seaman.
 Pratt, M. A., C. P.
 Price, William, Seaman.
 Pruden, R. W., C. P.
 Puhlman, Alfred, C. P.
 Quigg, F. A., Seaman.
 Quizley, R. C., O. S.
 Quint, J. A., Jr., O. S.
 Raber, H. S., O. S.
 Rader, Alvin, O. S.
 Ragan, W. H., F. 1c.
 Rahe, M. G., O. S.
 Randal, L. R., O. S.
 Rape, J. C., Seaman.
 Rabhael, Max, O. S.
 Read, E. B., O. S.
 Ragan, Thomas, O. S.
 Redfern, Thomas, C. P.
 Reeves, John, F. 1c.
 Reeves, J. H., F. 1c.
 Render, B. G., G. M. 3c.
 Reynolds, M. B., O. S.
 Rice, M. F., Cox.
 Richardson, T., M. Att. 3c.
 Rieck, Otto, Ptr. 3c.
 Rieder, L. A., O. S.
 Riordan, Eugene, Oiler.
 Roberts, C. M., Seaman.
 Robinson, Edward, S. C. 1c.
 Roeder, W. E., O. S.
 Rodgers, M. M., C. T. C.
 Rogers, F. L., C. P.
 Rosenwinkle, O. J., C. M. M.
 Ross, R. R., C. P.
 Rossa, William, O. S.
 Rouh, J. L., O. S.
 Roulo, J. S., S. C. 3c.
 Rowe, P. F., Cox.
 Rowen, Wilmer, O. S.
 Russell, R. J., El. 2c.
 Rutan, A. S., O. S.
 Rutledge, L. J., H. A. 1c.
 Ryan, J. A., Yeo. 3c.
 Rydholm, R. L., O. S.
 Samuels, Lawrence, Seaman.
 Sanz, W. C., Seaman.
 Saunders, C. L., Seaman.
 Saunders, John, M. Att. 3c.
 Savoy, C. E., M. Att. 3c.
 Schaefer, George, Jr., C. P.
 Schleinitz, F. C., G. M. 3c.
 Schlegel, J. F., O. S.
 Schlossberg, P., M. at A. 1c.
 Schmalz, F. E., O. S.
 Schmidt, Charles, Seaman.
 Schmidt, Conrad, C. Q. M.
 Schmidt, Frank, Seaman.
 Schmill, Gustave, Oiler.
 Schneider, Joseph, O. S.
 Schreiber, Chas., Jr., C. M. 3c.
 Schumacher, E. A., Seaman.
 Sedlock, Andrew, Seaman.
 Sellers, R. T., F. 2c.
 Sellman, John, C. B. M.
 Setzkorn, C. R., O. S.
 Shackelford, H., M. Att. 2c.
 Shea, J. J., M. M. 2c.
 Sheldon, William, F. 2c.
 Shephard, H. R., O. S.
 Sherman, C. M., F. 2c.
 Silva, Frank, Seaman.
 Simms, B. J., Seaman.
 Simonowitz, Charles, O. S.
 Simpson, C. T., C. P.
 Sission, E. B., H. App.
 Slyker, J. E., O. S.
 Smith, Alfred, Seaman.
 Smith, Anderson, B. M. 2c.
 Smith, E. E., O. S.
 Smith, Jessie, M. Att. 3c.
 Smith, J. C., Mus. 2c.
 Smith, J. E., O. S.
 Smith, R. R., O. S.
 Smith, V. E., Seaman.
 Smith, V. H., C. P.
 Snvder, J. J., O. S.
 Soll, Fred, O. S.
 Soukey, L. W., Seaman.
 Southard, H. R., O. S.
 Spalding, J. E., Q. M. 3c.
 Spears, D. B., Stw.
 Spear, F. J., Seaman.
 Spiegel, L. C., O. S.
 Spiegel, S. C., O. S.
 Stackowski, J. L., Seaman.
 Stachura, W. F., 1c.
 Stahlheber, W. P., O. S.
 Stalling, R. W., O. S.
 Stansfield, W. L., M. M. 2c.
 Staub, G. T., F. 2c.
 Stawicki, Steven, F. 1c.
 Staub, J. J., Seaman.
 Stearns, C. M., Seaman.
 Stearns, G. W., Mus. 2c.
 Steele, J. E., O. S.
 Stetler, F. D., Seaman.
 Stevens, J. S., C. P.
 Stickey, D. S., O. S.
 Still, C. A., O. S.
 Stillman, Michael, C. P.
 Stinson, W. S., O. S.
 Stolken, August, Oiler.
 Stone, A. D., O. S.
 Stoops, James, C. P.
 Strazewski, Lewis, O. S.
 Strathman, W. H., Seaman.
 Struble, F. H., Seaman.
 Stubler, Henry, F. 2c.
 Sullivan, John, G. M. 1c.
 Sullivan, J. F., O. S.
 Sullivan, M. J., F. 2c.

Sveland, Charles, F. 1c.
 Swanson, R. R., El. 1c.
 Sylvia, J. D., M. M. 2c.
 Synoracki, Leo, Seaman.
 Szepanski, Vincent, F. 1c.
 Szramkowski, J. J., O. S.
 Shirk, J. W., O. S.
 Tangney, Eugene, C. P.
 Teahen, Morris, W. T.
 Teepe, George, F. 2c.
 Tenney, George, F. 2c.
 Terkelson, Hans, W. T.
 Thayer, C. R., Yeo. 3c.
 Theaker, George, O. S.
 Therry, J. J., Yeo. 3c.
 Thompson, A. C., C. P.
 Thompson, J. C., Seaman.
 Thompson, Sigvart, Ch. El.
 Thrunk, J. W., Seaman.
 Tichenor, H. L., O. S.
 Tillett, J. C., Ch. B. M.
 Tippett, L. J., O. S.
 Todd, R. E. L., Str. Cook.
 Tov, F. R., Seaman.
 Tracy, C. H., Seaman.
 Travis, F. R., O. S.
 Trayer, J. S., Ch. O. M.
 Tree, H. L., O. S.
 Tripp, E. N., Seaman.
 Troop, C. J., M. M. 2c.
 Tumey, G. T., O. S.
 Tyler, G. A., Yeo. 3c.
 Ulrich, William, O. S.
 Vallis, J. S., C. P.
 Vanaken, F. H., Seaman.
 VanDyke, Carl, O. S.
 VanPatten, F. C., Ch. El.
 Van Woeart, J. M., Seaman.
 Vaughan, A. C., O. S.
 Von Ende, E. H., B. M. 2c.
 Vosburg, H. E., G. M. 3c.
 Walker, E. C., Seaman.
 Walker, George, Cox.
 Wallace, T. W., Seaman.
 Walsh, F. A., O. S.
 Walsh, James, Seaman.
 Walter, Charles, O. S.
 Ward, John, C. P.
 Warnock, G. J., C. P.
 Washington, J. C., M. Att. 3c.
 Watkins, E. R., O. S.
 Watts, John, C. P.
 Wheaton, F. A., Seaman.
 Weaver, R. H., O. S.
 Weber, A. J., El. 1c.
 Webber, John, S. C. 4c.
 Weed, S. S., Seaman.
 Weiland, A. E., Jr., H. A. 1c.

Weinberg, H. W., Seaman.
 Wenger, B. F., Seaman.
 Werle, H. P., Cox.
 Wessley, J. F., Oiler.
 Whalen, E. J., F. 2c.
 Wheeler, J. A., Seaman.
 Whelan, J. B., W. T.
 White, B. C., O. S.
 White, Joseph, G. M. 3c.
 White, S. J., C. P.
 White, Vernal, O. S.
 Whitehead, W. W., Seaman.
 Whitten, Emanuel, O. S.
 Whitsell, Harry, C. P.
 Wilkinson, H. A., O. S.
 Williams, Caleb, M. Att. 3c.
 Williams, George, F. 2c.
 Williams, Frank, C. P.
 Wilson, A. R., O. S.
 Wilson, S. T., M. M. 2c.
 Windsor, M. B., Q. M. 2c.
 Woehckofsky, George, O. S.
 Wohl, Edward, O. S.
 Wood, N. V., O. S.
 Wood, R. A., F. 1c.
 Worthington, G. H., M. Att. 3c.
 Wright, W. C., El. 3c.
 Watson, James, O. S.
 Ziebarth, C. G., F. 1c.
 Zimmerman, Paul, Seaman.
 Zuidweg, James, O. S.

Marine Guard.

Abbott, Joseph, Private.
 Adams, J. L., Private.
 Aikens, D. J., Private.
 Astyn, J. Y., Private.
 Bastain, A. G., Private.
 Bauer, Adolph, Private.
 Bennett, T. F., Private.
 Blair, C. E., Private.
 Brown, G. A., Private.
 Brown, William, Private.
 Brubaker, E. S., Private.
 Buffum, S. S., Private.
 Butts, R. M., Corpl.
 Conachy, Peter, Corpl.
 Campbell, Herschel, Private.
 Cartwright, E. M., Private.
 Castiglione, E. F., Private.
 Chambers, E. R., Private.
 Clark, Patrick, Private.
 Coggin, J. W., Private.
 Cook, Harry, Private.
 Cowan, C. W., Private.
 Crawford, C. E., Private.
 Crostn, Edward, Private.
 Danforth, Paul, Private.

Davidson, J. C., Private.
 Davis, Pearl, Private.
 Entrekin, Tall, Private.
 Epps, W. T., Private.
 Faber, N. H., Jr., Private.
 Farley, Thomas, Private.
 Fegley, N. G., Private.
 Fernlund, E. G., Private.
 Field, E. L., Private.
 Fowler, A. G., Private.
 Franklin, Adoneramt, Priv.
 Givens, H. E., Corpl.
 Galbraith, John, Private.
 Gordon, A. R., Private.
 Gould, J. D., Private.
 Grant, Albert, Private.
 Green, Alfred, Private.
 Grimes, L. B., Private.
 Holden, J. E., Corpl.
 Hauell, J. B., Private.
 Hart, C. E., Private.
 Higgins, D. F., Private.
 Irving, Cornelius, Private.
 Johnson, John, 1st Sergeant.
 Kostowski, Alexander, Priv.
 Kurek, Michael, Private.
 Lataro, J. M., Corpl.
 Leach, M. M., Private.
 Little, Frank, Private.
 Law, Frederick, Drummer.
 Munn, Gilbert, Trumpeter.
 Mills, C. E., Private.
 Mobley, Charles, Private.
 Murphy, J. B., Private.
 Murphy, J. J., Private.
 McMahon, Michael, Private.
 Normbandeau, J. F., Private.
 O'Shea, John, Private.
 Osborne, W. C., Private.
 Pritchett, W. F., Private.
 Reynell, W. J., Private.
 Rigney, T. E., Private.
 Robinson, C. L., Private.
 Roth, C. L., Private.
 Rowden, Cicero, Private.
 Ruzzenenti, Joseph, Private.
 Schuldtt, Theodore, Sergeant.
 Schrank, John, Private.
 Scott, W. H., Private.
 Shafft, J. R., Private.
 Shirley, Frank, Private.
 Singleton, Edward, Private.
 Skotheim, S. H., Private.
 Swain, G. C., Private.
 Watson, Joseph, Sergeant.
 Wallace, G. A., Jr., Priv.
 Williams, J. W., Private.
 Waldmoe, L. B., Private.



THE UNITED STATES BATTLESHIP RHODE ISLAND.
Captain J. B. Murdock, Commanding.

UNITED STATES BATTLESHIP RHODE ISLAND.

Builders, Fore River Company.
Launched May, 1904.
Completed February, 1906

Normal displacement, 14,948 tons. Full load displacement, 16,094 tons. Length at water line, 435 feet. Beam, 76 1-6 feet. Maximum draught, 26 feet.

Guns:

4 12-inch, 40 Cal.
8 8-inch, 45 Cal.
12 6-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 Automatic 1-pounders.
4 R. F. 1-pounders.
8 Colts.
4 Submerged Torpedo Tubes,
21-inch.

Armor:

11" Belt (amidships).
4" Belt (ends).
3" Deck (flat on belt amidships).
10"-7" Barbettes.
12"-8" Turrets.
6" Secondary Turrets.
6" Lower Deck (side).
6" Battery.
2" On 14-pounders.
9" Conning Tower.

Machinery: Two sets 4-cylinder vertical inverted triple expansion; 2 screws. Boilers: 12 Babcock. Designed H. P. 19,000, equal 19 knots. Coal: Normal, 900 tons; maximum, 1,700 tons.

Captain J. B. Murdock.
Lieut.-Comdr. J. W. Oman.
Lieut.-Comdr. G. N. Hayward.
Lieut.-Comdr. P. Babin.
Lieutenant W. B. Wells.
Lieutenant J. T. Bowers.
Lieutenant C. R. Kear.
Ensign B. Barnette.
Ensign D. W. Bagley.
Ensign W. A. Smead.
Ensign J. D. Little.
Midshipman H. R. Greenlee.
Midshipman J. T. G. Stapler.
Midshipman E. D. Washburn, Jr.
Midshipman H. B. Kelly.
Midshipman F. C. Starr.
Midshipman W. H. Lee.
Midshipman H. Campbell.
Midshipman C. T. Osborn.

Midshipman L. E. Bratton.
Midshipman B. H. Bruce.
Midshipman R. P. Emrich.
Midshipman J. H. Klein, Jr.
Midshipman G. T. Swasey.
Surgeon E. P. Stone.
Asst. Surgeon H. L. Dollard.
Paymaster E. E. Goodhue.
Chaplain J. F. Fleming.
Captain L. M. Little, U. S. M. C.
Second Lieut. H. T. Vulte, U. S. M. C.
Boatswain H. F. Marker.
Chief Gunner J. T. Swift.
Gunner C. F. Ulrich.
Chief Carpenter C. L. Bennett.
Warrant Machinist M. S. Holloway.
Warrant Machinist C. R. Johnson.
Warrant Machinist C. S. Wolf.
Pay Clerk T. F. Howe.

Adams, B. F., F. 1c.
Adams, C. J., C. P.
Adams, J. Q., C. P.
Adams, L. C., O. S.
Adams, T. L., O. S.
Addie, H., G. M. 3c.
Ahern, D. T., Seaman.
Allen, C. W., Seaman.
Allen, H. A., Seaman.
Allen, W. G., Q. M. 1c.
Allen, W., Seaman.
Allgaier, T., O. S.
Anderson, C. O., C. M. 1c.
Anderson, L., O. S.
Andrews, L. E., E. 2c.
Anwood, P., C. P.
Archer, S., C. M. M.
Areschoug, F. W., Seaman.
Arthur, R. H., Seaman.
Asher, J., S. C. 3c.
Aston, J. B., O. S.
Atkinson, A. W., C. P.
Atkins, H. W., Seaman.
Bahl, L. F., C. P.
Bailey, W., C. P.
Baker, C. P., O. S.
Baker, H. H., F. 2c.
Barche, F., C. P.
Barker, F. E., Cox.
Barr, W. E., Seaman.
Barsi, A., Mus. 1c.
Bassett, S. L., O. S.
Bates, J., C. P.
Bauberger, C. L., M. at A. 1c.
Bayer, C., C. P.
Beach, F. S., Seaman.
Beaudoin, J. E., C. B. M.
Beck, F. M., O. S.
Beckbissinger, L. G., O. S.
Bemus, C. D., C. P.
Bennett, C. W., O. S.
Benson, E., G. M. 2c.
Bentfeld, A. E., E. 1c.

Beran, F. C., Seaman.
Bergman, L., Seaman.
Berkeley, T. C. F. 1c.
Bibeault, O., O. S.
Bieler, J. F., Seaman.
Binns, W. C., Bugler.
Bjork, E. G., O. S.
Bjornsen, N., Seaman.
Black, V., O. S.
Blake, E. S., E. 1c.
Bliesath, G. E., C. M. 3c.
Blood, G. B., Seaman.
Blume, B. F., Seaman.
Bogue, M. W., Seaman.
Bourke, F. S., H. A. 1c.
Boss, C. H., C. P.
Bradley, F. A., Seaman.
Braelow, J., Seaman.
Branning, E., O. S.
Brecktelsbauer, E. C., O. S.
Brooks, E. F., O. S.
Brooks, W., F. 1c.
Brown, E. B., Csmth.
Brown, E. C., Seaman.
Bruce, J. H., Seaman.
Burke, J. P., Seaman.
Burke, M., W. T.
Burkhart, C. A., C. P.
Burnette, F. A., O. S.
Burns, C. M., O. S.
Burns, C., O. S.,
Burton, W. H., O. S.
Busch, G., M. at A. 1c.
Butcher, W. F., Seaman.
Byrne, J., Oiler.
Cahey, T., C. G. M.
Caldwell, S. B., C. Yeo.
Calhoun, H. L., B. 2c.
Campbell, O., C. P.
Cannon, James, C. P.
Cannon, John, C. P.
Carpenter, J. S., O. S.
Carrigan, J. J., C. P.

Case, F. W., C. P.
Cassidy, E., Cox.
Cavanagh, J. J., F. 2c.
Cavanagh, J. E., Oiler.
Chace, W. D., C. Yeo.
Chandler, L. E., Mus. 2c.
Chandley, H. C., Bugler.
Clanton, C., M. Att. 3c.
Clarke, R. E., O. S.
Clark, W. J., Seaman.
Clyette, O. P., Mus. 2c.
Clymer, C. A., Seaman.
Coke, U. V., Seaman.
Cole, H. C., O. S.
Coles, E. A., P. and F.
Collins, L. F., F. 2c.
Comba, T. E., C. P.
Conger, E. G., Oiler.
Conk, C., Seaman.
Conlon, J. J., F. 2c.
Conover, G., Cox.
Conway, J., C. P.
Conver, E. L., Y. 3c.
Cook, J., O. S.
Cook, T. W., Seaman.
Cooper, W. J., O. S.
Cooper, O. P., G. M. 3c.
Corcoran, F., O. S.
Cotton, B. F., Seaman.
Cowan, G. P., F. 1c.
Cowgill, G. M., O. S.
Coyne, E. J. B., Seaman.
Cramer, J. L., Y. 1c.
Critzler, T. K., F. 2c.
Cronin, W., Seaman.
Crosby, W. E., E. 1c.
Culpepper, H. H., O. S.
Cunningham, C. F., C. P.
Cushing, H. E., Seaman.
Davenport, G. W., Seaman.
Davies, J., Bmaker.
Davis, H. A., Seaman.
Davis, H., Oiler.

- Dawes, S. O., Bsmth.
 Dawson, H. J., C. P.
 Dawson, J. F., C. P.
 Day, C. R., O. S.
 Day, J., F. 1c.
 Dean, E. A., E. 2c.
 Demers, F., Mus. 1c.
 Denman, F. M., O. S.
 Denny, W., F. 2c.
 Devlin, J. A., Seaman.
 Diehl, F. H., O. S.
 Dietz, H. J., Seaman.
 Dineen, M. F., C. P.
 Dobbins, H. C., O. S.
 Dodge, A. C., F. 2c.
 Doering, C., O. S.
 Doerr, O., T. C. 1c.
 Donnelly D., W. T.
 Donnelly, J., Seaman.
 Donohue, F. G., O. S.
 Dorian, E., S. C. 1c.
 Dougherty, W. A., G. M. 3c.
 Doughten, J. B., C. P.
 Dowling, J., F. 2c.
 Downey, P., C. C. Stw.
 Downs, J. S., O. S.
 Duggan, J., O. S.
 Duncan, R. C., Seaman.
 Duncan, W. A., E. 2c.
 Dunlap, V. N., C. P.
 Dunleavy, E. J., O. S.
 Dyer, R. M., M. M. 2c.
 Eavens, T. F., O. S.
 Ebel, W., Seaman.
 Edwards, C., O. S.
 Edwards, C., F. 2c.
 Edwards, D., O. S.
 Edwards, J., F. 2c.
 Elkey, A., E. 3c.
 Ellis, F., O. S.
 Ellis, T. H., Seaman.
 Ellsworth, J., Cox.
 Emerick, R., O. S.
 Ennis, A., M. Att. 2c.
 Ennis, J., C. P.
 Erdmann, A., F. 1c.
 Exster, J., F. 2c.
 Fagan, J., W. T.
 Fanning, J. M., C. P.
 Farmer, H. W., O. S.
 Farrell, J., C. P.
 Farrell, P. H., O. S.
 Farrow, C., C. P.
 Faunce, W. W., Cox.
 Fay, J. J., O. S.
 Fenimore, W. J., C. P.
 Fenley, F., O. S.
 Ferguson, J. W., Seaman.
 Ferris, F. T., O. S.
 Fillmore, H., F. 2c.
 Finch, R. G., S. C. 4c.
 Finck, G., S. C. W. T.
 Finn, J. F., M. M. 1c.
 Fischer, E. W., O. S.
 Fishel, R. H., Seaman.
 Fisher, L., C. P.
 Fisher, S. G., E. 2c.
 Flaherty, J. F., O. S.
 Flaherty, M., W. T.
 Fleischer, G. W., O. S.
 Fletcher, F., Q. M. 3c.
 Flinn, G. A., Seaman.
 Foley, W. E., O. S.
 Ford, J., O. S.
 Fountain, E., Seaman.
 Fowler, H. E., O. S.
 Fraction, J. W., W. R. Cook.
 Francis, S., M. Att. 3c.
 Franco, M., Str. Cook.
 Freck, G., O. S.
 Freeman, G., F. 2c.
 Friede, B., E. 3c.
 Frieze, F., Seaman.
 Friedman, H., O. S.
 Friese, P. J., F. 2c.
 Fritzer, O., O. S.
 Fry, W. T., Jr., C. P.
 Fuller, R., O. S.
 Fuller, W., G. M. 3c.
 Fullilove, J. P., O. S.
 Fulton, H. L., P. and F.
 Gagel, N., M. M. 1c.
 Gallagher, D. J., Oiler.
 Galloway, J. M., C. P.
 Garity, W. J., Y. 2c.
 Garrison, W. T., Seaman.
 Gates, G. B., G. M. 3c.
 Gaynard, C., Seaman.
 Gebus, C., M. at A. 2c.
 Gelinas, P. F., Ptr. 3c.
 Getz, J. B., W. T.
 Gherman, W. A., C. P.
 Gibson, H. L., O. S.
 Giegerisch, C., S. C. 2c.
 Gillon, H. M., O. S.
 Gilson, A. E., C. P.
 Glass, J., F. 1c.
 Gleason, C. A., O. S.
 Glover, G. H., Bugler.
 Golden, W., O. S.
 Goldsberry, W. O., O. S.
 Goodrich, A. F., Q. M. 2c.
 Gordon, J., B. M. 2c.
 Gorman, G. H., O. S.
 Gorman, H. E., F. 1c.
 Goss, A. J., C. P.
 Grady, O. F., F. 1c.
 Grant, G. W., Cox.
 Grant, H. A., M. Att. 2c.
 Graves, G. R., M. M. 2c.
 Griffith, A. M., S. C. 2c.
 Grimes, M., Oiler.
 Griswold, J. M., G. M. 1c.
 Gronaw, F., Seaman.
 Guion, O. L., Bkr. 2c.
 Haddox, E., O. S.
 Gaggerty, R. W., S. C. 4c.
 Haines, W. H., S. C. 4c.
 Hallfrisch, W., El. 1c.
 Halm, C. W., O. S.
 Hammett, E. M., C. M. M.
 Hancock, J. W. P., O. S.
 Hanratty, P. J., O. S.
 Hanson, A., O. S.
 Harcourt, C., M. M. 2c.
 Hardigan, E. J., F. 1c.
 Harris, H., Bkr. 2c.
 Harris, J., F. 1c.
 Harrison, H., C. P.
 Harrison, H. J., O. S.
 Hart, J. J., O. S.
 Haskell, R. H., F. 2c.
 Hasselburg, G. C., O. S.
 Hayden, W., Jr., O. S.
 Hazelgrove, S. R., C. P.
 Hefter, M. B., Seaman.
 Henderson, D. P., C. G. M.
 Hennessy, D. J., H. Stw.
 Henritze, W. C., O. S.
 Hepner, J. C., O. S.
 Hermes, F. L., O. S.
 Hernandez, M., Seaman.
 Herring, J., M. Att. 3c.
 Hesdorfer, E., O. S.
 Heun, A., O. S.
 Heydon, C. G., S. F. 1c.
 Hicks, H. B., O. S.
 Higgins, C. A., C. P.
 Higgins, W. L., El. 1c.
 Hill, R. J., C. P.
 Hill, R. P., C. P.
 Hill, S., C. M. 2c.
 Hill, T. A., O. S.
 Hill, T. H., O. S.
 Hinds, C. W., O. S.
 Hobbs, D., O. S.
 Hodgins, A. E., Mus. 2c.
 Hofer, E. E., Yeo. 2c.
 Hofmann, M. W., O. S.
 Hoffman, A. J., O. S.
 Holt, D. H., O. S.
 Hood, H. F., Seaman.
 Hopkins, R. L., H. App.
 Hord, J., Seaman.
 Hornstein, S., F. 2c.
 Horter, J., Jr., C. P.
 Howard, E., O. S.
 Hubbard, C. E., Cox.
 Huff, H. M., O. S.
 Hughey, E. L., C. P.
 Hunt, J., O. S.
 Hurley, D. J., M. M. 2c.
 Hurley, J. F., Seaman.
 Hyde, C. D., O. S.
 Hyska, J., C. P.
 Iden, P. J., O. S.
 Jaansen, A., Q. M. 2c.
 Jackson, A., F. 1c.
 Jackson, G. O., G. M. 2c.
 James, T., F. 1c.
 Jansson, J. L., O. S.
 Jelich, J. W., B. M. 1c.
 Jerome, L., O. S.
 Jerry, F., O. S.
 Jewett, F. W., F. 2c.
 Johannessen, T., F. 1c.
 Johansson, C. W., B. M. 1c.
 Johnson B., M. Att. 3c.
 Johnson, H. E., Seaman.
 Johnson, J. W., F. 2c.
 Johnson, M. H., O. S.
 Johnston, W. A., C. El.
 Jolly, R., O. S.
 Jonassen, T. O., B. M. 1c.
 Jones, C. C., Mus. 2c.
 Jones, H. J., C. P.
 Jones, J. G., F. 1c.
 Jones, P. W., O. S.
 Kampornolte, A., C. P.
 Kast, F. W., Csmth.
 Kawalski, A., O. S.
 Keenana, R. F., C. P.
 Kehn, J. J., Cox.
 Kellerman, P. H., Seaman.
 Kelley, J. J., Oiler.
 Keneffick, M. J., O. S.
 Kennedy, J. A., M. M. 1c.
 Kennedy, T. M., W. T.
 Kennison, C. H., F. 1c.
 Kephart, C., O. S.
 Kibble, F. W., O. S.
 Kiernan, T., Oiler.
 King, J. L., C. P.
 King, P., Printer.
 King, S. E., Seaman.
 Kinzel, H. L., F. 2c.
 Kirchgastner, H. P., G. M. 3c.
 Kirk, R. S., E. 2c.
 Kirkpatrick, H., M. M. 2c.
 Kirwin, F., Seaman.
 Klopshchinsky, O. J., O. S.
 Koehler, F., O. S.
 Kolb, L., O. S.
 Kollman, A. W., O. S.
 Korp, M. L., O. S.
 Krogstad, K. H., C. P.
 Lambart, G. E., O. S.
 Lambert, J., Cox.
 Lancaster, J. A., C. P.
 Landers, B., C. P.
 Lang, B., Seaman.
 Lange, H. W., O. S.
 Langhans, A., O. S.
 Lau, W., C. M. M.
 Laurie, J., C. C. M.
 Lawrence, B. H., O. S.
 Ledger, H., C. P.
 Lee, A., F. 1c.
 LeGros, G. E., C. P.
 Leicht, J. W., M. M. 1c.
 LeLacheur, P., E. 1c.
 Lerch, W. F., F. 2c.
 Lewis, R., W. O. Stw.
 Lind, P., F. 2c.
 Lindblad, A., G. M. 1c.
 Lockery, H., C. M. M.
 Lohman, W. F., O. S.
 Lomax, H., M. Att. 3c.

Lowe, W. J., S. C. 3c.
 Lucchini, J. R., C. G. M.
 Lundquist, A. J., S. M. M.
 Lynch, C., Cox.
 Lynch, W. B., E. 1c.
 Maakestad, T. J., Seaman.
 Mabie, H. S., Seaman.
 Maciejewski, F., Seaman.
 Maddux, R., Seaman.
 Maher, P. J., F. 1c.
 Mahoney, E. J., Seaman.
 Maiska, A., W. R. Cook.
 Mallon, C., O. S.
 Malone, H. L., Y. 3c.
 Malvey, J., Seaman.
 Manning, C. W., O. S.
 Manning, W. H., M. Att. 2c.
 Mara, W. J., Seaman.
 Marc Aurele, D., Seaman.
 Marston, R., O. S.
 Martin, C., F. 1c.
 Martin, C. A., F. 2c.
 Martin, H., M. M. 2c.
 Martin, T., Oiler.
 Mather, L. A., F. 2c.
 Mauger, W. S., Seaman.
 Maurus, G., F. 2c.
 Maurus, G., F. 2c.
 Mayden, D. T., C. P.
 Maynard, J., P. 3c.
 Mays, J. F., Y. 3c.
 Meagher, W. S., E. 2c.
 Merry, A. H., O. S.
 Meyers, L., M. M. 2c.
 Middleton, M. I., O. S.
 Millen, A. L., Seaman.
 Miller, H., C. M. 3c.
 Milstead, J., C. P.
 Minkins, M., M. Att. 3c.
 Mitchell, C., F. 2c.
 Mitchell, F., Bmaker.
 Monaghan, P. J., F. 2c.
 Monger, A. A., F. 1c.
 Monks, R., Seaman.
 Moore, E. F., Seaman.
 Morgan, E., O. S.
 Morgan, G. H., M. Att. 3c.
 Morgan, J. E., W. T.
 Morris, H. W., F. 2c.
 Morris, L. E., F. 2c.
 Moss, C. E., O. S.
 Moultrie, G. W., F. 1c.
 Mow, F., O. S.
 Moyer, E. L., O. S.
 Muhrwin, G., F. 2c.
 Mulks, H. O., E. 3c.
 Mull, G. H., C. P.
 Mullen, T. R., Seaman.
 Munro, K., Y. 1c.
 Murphy, J. T., G. M. 3c.
 Murphy, W. F., F. 2c.
 Murray, J., Seaman.
 McCarthy, M. J., F. 1c.
 McCausland, E. N., Seaman.
 McCormack, J. T., Seaman.
 McCormick, A. G., C. P.
 McCormick, E., Seaman.
 McCrea, A., Seaman.
 McDermott, A., O. S.
 McDonald, J. J., F. 2c.
 McDonald, M. H., C. W. T.
 McDonough, P. A., Seaman.
 McDowell, H., Seaman.
 McDowell, T., Seaman.
 McElroy, J. H., F. 1c.
 McGinn, G. J., Seaman.
 McGinnis, J., F. 2c.
 McGorrian, J., Seaman.
 McGuire, N., O. S.
 McGurin, W. C., E. 1c.
 McHenry, A. W., Mus. 2c.
 McMonigal, C. G., O. S.
 McMullen, J. P., O. S.
 McQuaid, W. A., G. M. 1c.
 Nass, A. P., O. S.
 Nagy, A., Seaman.
 Nakazawa, G., Cab. Cook.
 Nalle, C. C., F. 2c.
 Neal, S., O. S.
 Neal, W., M. Att. 3c.
 Nelson, M. C., E. 3c.
 Nevitt, D. L., P. 3c.
 Nichols, J., F. 1c.
 Niebel, J., F. 1c.
 Niebel, L. G., O. S.
 Niderbranger, J., O. S.
 Niehaus, H. H., C. P.
 Nilsson, A. P., C. T. C.
 Nobles, C., Str. Stw.
 Nolan, S., C. B. M.
 Noonan, J. T., O. S.
 Nottage, G. L., Cox.
 Oberlin, G. E., Seaman.
 O'Brien, J. A., O. S.
 O'Connell, J. J., F. 1c.
 O'Connell, J., F. 1c.
 O'Connor, A. J., Q. M. 3c.
 O'Connor, P. J., C. M. M.
 O'Donnell, H. V., F. 2c.
 Olden, C. E., Y. 2c.
 O'Leary, J., W. T.
 Oliver, C. E., F. 2c.
 O'Loughlin, G. F., O. S.
 O'Neil, J. A., M. A. 2c.
 O'Neill, J. E., E. 3c.
 Opple, C. W., O. S.
 Ostehoff, P. J., Oiler.
 O'Toole, H. J. T., O. S.
 Parker, C. E. P., Seaman.
 Parker, H. R., F. 2c.
 Patterson, W., Seaman.
 Payne, C. L., O. S.
 Payne, R. S., M. Att. 2c.
 Paynter, E. W., C. Yeo.
 Pendergast, H. A., O. S.
 Perkins, M. R., O. S.
 Perry, G., F. 1c.
 Paterson, A., S. C. 4c.
 Phelan, N., W. T.
 Philippi, F. H., C. P.
 Pickette, H. O., O. S.
 Pierce, H. F., Oiler.
 Platt, P. K., O. S.
 Pope, A. L., O. S.
 Porter, J. F., Seaman.
 Powers, E., C. P.
 Prendergast, L., F. 2c.
 Priest, R. A., O. S.
 Prives, W., M. Att. 3c.
 Prouty, C. F., O. S.
 Prounche, H. J., O. S.
 Purtell, G. E., G. M. 1c.
 Qualters, J. J., O. S.
 Queen, F., Seaman.
 Quinlan, J. J., C. W. T.
 Quinton, H., O. S.
 Raahange, R., C. Q. M.
 Rahn, H. I., O. S.
 Raible, J., C. P.
 Raisin, P. F., M. Att. 3c.
 Rasmussen, E., C. M. 3c.
 Ravenscroft, C. F., C. P.
 Rawley, M., O. S.
 Raymond, J. A., F. 1c.
 Redd, F. V., O. S.
 Redlein, M., Cox.
 Reed, H. K., M. M. 1c.
 Reeder, A., C. P.
 Reilly, T., W. T.
 Reinbold, H. H., Seaman.
 Reynolds, H. A., O. S.
 Richter, F. B. R., E. 3c.
 Rider, C. W., Mus. 2c.
 Riggs, R. K., Seaman.
 Riley, C. F., O. S.
 Roach, W. P., O. S.
 Roberson, H. S., Seaman.
 Robert, W. P., C. P.
 Robischaud, F. J., Seaman.
 Robinson, L., C. Stw.
 Rockwell, E. E., O. S.
 Rogers, F. W., G. M. 3c.
 Rogers, W. D. F., C. P.
 Romond, E., M. M. 2c.
 Rone, V. R., O. S.
 Ronk, W. F., Seaman.
 Royce, F., O. S.
 Rubel, J. P., F. 2c.
 Rumsey, H. A., O. S.
 Russell, C. C., Seaman.
 Ryan, F., C. W. T.
 Scheff, O. C., Seaman.
 Schei, A., Oiler.
 Schledorn, C., Seaman.
 Schlereth, H. H., O. S.
 Schmees, F. A., O. S.
 Schneider, O., Seaman.
 Schoolcraft, R. C., O. S.
 Schoope, T., O. S.
 Schramkowski, L., M. 1c.
 Schroder, C., O. S.
 Schultz, F., O. S.
 Schumann, C. M., O. S.
 Schubach, E., F. 2c.
 Schwerdt, J., S. C. 3c.
 Scott, F., M. Att. 3c.
 Scott, H. R., Mus. 1c.
 Scott, J. P., C. P.
 Seckelman, S. J., H. A. 1c.
 Sell, L. T., C. P.
 Senger, G. E. 2c.
 Shakespeare, A., O. S.
 Shannon, E. P., W. T.
 Sharp, J. W., F. 1c.
 Shaw, J. E., Seaman.
 Sheehan, C. P. and F.
 Sherry, E. J., M. M. 2c.
 Shirm, F. J., B. M. 1c.
 Shockley, A. W., O. S.
 Shute, E. R., O. S.
 Siden, E., B. 2c.
 Silva, A., Mus. 1c.
 Simmonds, S. J., O. S.
 Simon, W. D., M. Att. 1c.
 Skipper, A. H., O. S.
 Slihh, J. K., O. S.
 Slosser, H., O. S.
 Smith, C., Seaman.
 Smith, C., C. P.
 Smith, F. W., G. M. 2c.
 Smith, H., Cox.
 Smith, E. C., Mus. 2c.
 Smith, J., F. 1c.
 Smith, T., B. M. 2c.
 Snyder, T., C. P.
 Snyder, H. W., Seaman.
 Soderquist, T. G., B. Master.
 Sorenson, C. T., O. S.
 Southard, C. A., F. 2c.
 Sperl, J., C. Q. M.
 Sporn, J., O. S.
 Stramek, C. S., Seaman.
 Stachowiak, A. F., O. S.
 Stefaniak, F., C. P.
 Stienemetz, R. D., Seaman.
 Stephenson, F. A., O. S.
 Stetson, J. H., O. S.
 Stevens, A. M., O. S.
 Stewart, W., W. T.
 Still, F. S. C., Seaman.
 Stockslager, R. B., E. 3c.
 Stolba, E., M. M. 1c.
 Stone, J. H., Cox.
 Straub, J. B. F., C. P.
 Struth, J., Seaman.
 Sullivan, J., B. M. 2c.
 Sullivan, J. H., O. S.
 Sullivan, J. A., O. S.
 Sullivan, J. L., Seaman.
 Swartz, R., Seaman.
 Sybrandi, J. T., F. 1c.
 Tackstrom, J., Seaman.
 Talbot, H. C., O. S.
 Tangney, M. P., M. M. 2c.
 Taylor, C., M. Att. 3c.
 Taylor, H. W., M. M. 2c.
 Taylor, J. E., O. S.
 Taylor, S. R., O. S.

- Tenney, P. E., C. P.
 Tepel, C., O. S.
 Tesche, C. D., C. M. 1c.
 Thoma, J. G. D., H. App.
 Thomas, R. V., O. S.
 Thompson, A. M., O. S.
 Thompson, C. E., O. S.
 Thompson, T., Seaman.
 Thompson, W. H. H., G. M. 3c.
 Tolzman, A., G. M. 3c.
 Toner, F. P., Cox.
 Toomer, E. W., M. Att. 3c.
 Tracery, J., F. 2c.
 Trainham, C. W., Seaman.
 Trider, L. G., O. S.
 Trigg, F. L., M. Att. 2c.
 Trout, R. S., F. 1c.
 Trueblood, R. R., G. M. 1c.
 Tucket, C. D., O. S.
 Uhl, R. H., Seaman.
 Ulrich, E. H., Seaman.
 Ulvestad, A. J., S. F. 1c.
 Vandal, H., F. 2c.
 VanMarter, G. B., C. El.
 Vidler, D. M., Seaman.
 Voit, L. F., F. 2c.
 Varian, W. H., O. S.
 Waldron, H. H., Blksmith.
 Walker, L. L., O. S.
 Walsh, T. F., F. 1c.
 Walsh, W. F., M. at A. 3c.
 Walter, A., Oiler.
 Walters, H. A., Seaman.
 Ward, T. G., F. 2c.
 Washburn, C., E. 2c.
 Wassmer, A., M. M. 2c.
 Watson, S., O. S.
 Watson, T. B., C. T. C.
 Way, L. P., M. M. 2c.
 Webben, E. M., C. P.
 Weeks, O. J., E. 3c.
 Weeks, R. N. E. J., O. S.
 Wege, W., O. S.
 Weir, W. R., C. P.
 Welch, F. L., F. 2c.
 Wells, C., C. P.
 Wessel, G. F., Seaman.
 West, H. L., Mus. 2c.
 Whippen, J. G., E. 1c.
 White, C., M. at A. 3c.
 White, J. D., C. P.
 Wiars, E. S., O. S.
 Wilkins, H. C., C. P.
 Willette, F., 1st Mus.
 Williams, C., F. 2c.
 Williams, H., F. 2c.
 Williams, J., G. M. 1c.
 Williams, J. C., Swright.
 Williams, W., C. P.
 Williamson, C. E., O. S.
 Willis, G. F., C. P.
 Wilson, H. J., C. P.
 Wilson, T. L., Seaman.
 Wing, A., Seaman.
 Wolff, A. R., O. S.
 Wolfington, J. H., G. M. 2c.
 Wood, H. D., F. 2c.
 Woodey, F., Oiler.
 Wray, A., F. 1c.
 Wright, C., F. 1c.
 Wright, J. H., O. S.
 Wright, W. E., O. S.
 Yama, F., W. R. Stw.
 York, J. D., O. S.
 Yourn, H., O. S.
 Zapf, J., G. M. 2c.
 Zicot, L., O. S.
- Marine Guard.**
- Abraitys, W., Private.
 Ajmelaus, G. E., Private.
 Arnold, C. A., Drummer.
 Anderson, C. L., Private.
 Barry, J. P., Private.
 Brooks, J. H., Private.
 Burt, W. E., Corpl.
 Brady, M., Private.
 Bugbee, A. R., Private.
 Carter, R. R., Private.
 Carney, H. S., Private.
 Clark, F., Private.
 Cole, C. A., Private.
 Citrano, J., Private.
 Crump, W., Private.
 Cunningham, J., Sergt.
 Daly, J. J., Private.
 Dear, H., Private.
 Doughty, A. B., Private.
 Dudley, R. H., Private.
 Elmer, J. J., Private.
 Ewers, C. W., Private.
 Eleisko, J., Private.
 Falkey, J. J., Private.
 Farrell, F., Private.
 Farmer, J. L., Private.
 Fink, F., Private.
 Forsythe, W. E., Private.
 Grube, W. P., Private.
 Garmo, W., Private.
 Gertz, W., Private.
 Gage, M. C., Private.
 Gillespie, J. J., Private.
 Griffin, P. J., Private.
 Hess, D., Private.
 Johnson, C. A., Sergt.
 Kelly, F. J., Private.
 Kelley, C., Corpl.
 Kvapil, J., Corpl.
 Kearns, A. A., Private.
 Lafrosky, J., Private.
 Lanning, R., Private.
 Larson, J. E., Private.
 Lowther, H. R., Private.
 Martin, M., Private.
 Mair, W., Private.
 Menandier, C. G., Private.
 Meyer, P. H., Private.
 Menigat, C. A., Private.
 Meeks, G., Private.
 Moore, F. E., Private.
 Mozek, J., Private.
 Muntz, F. M., Private.
 McDermott, J. J., Private.
 McDurmott, H. A., Private.
 McMann, S. J., Private.
 McCoy, J., 1st Sergt.
 Otto, F. A., Private.
 Posz, W. B., Private.
 Quinn, W. D. P., Private.
 Quirk, E. T., Private.
 Rafferty, R., Private.
 Shay, J. E., Private.
 Schafer, O. F., Private.
 Slingerland, H. W., Private.
 Smith, R. M., Private.
 Storm, F., Private.
 Szotovicz, M., Private.
 Towles, F. A., Private.
 Uter, A. M., Private.
 VanBrunt, H., Private.
 Weidner, M., Trumpeter.
 Youngs, H. L., Private.



Photo and Copyright by T. C. Muller. THE UNITED STATES BATTLESHIP VIRGINIA.
Captain Seaton Schroeder, Commanding.

UNITED STATES BATTLESHIP VIRGINIA.

Builders, Newport News.
Launched April, 1904.
Completed February, 1906.

Normal displacement, 14,948 tons. Full load displacement, 16,094 tons. Length at water line, 435 feet. Beam, 76 1-6 feet. Maximum draught, 26 feet.

Guns:

- 4 12-inch, 40 Cal.
- 8 8-inch, 45 Cal.
- 12 6-inch, 50 Cal.
- 20 14-pounders.
- 12 3-pounders.
- 4 Automatic 1-pounders.
- 4 R. F. 1-pounders.
- 8 Colts.
- 4 Submerged Torpedo Tubes, 21-inch.

Armor:

- 11" Belt (amidships).
- 4" Belt, (ends).
- 3" Deck (flat on belt amidships).
- 10"-7" Barbettes.
- 12"-8" Turrets.
- 6" Secondary Turrets.
- 6" Lower Deck (side).
- 6" Battery.
- 2" On 14-pounders.
- 9" Conning Tower.

Machinery: Two sets 4-cylinder vertical inverted triple expansion; 2 screws. Boilers: 24 Niclausse. Designed H. P. 19,000, equal 19 knots. Coal: Normal, 900 tons; maximum, 1,700 tons.

Captain S. Schroeder.
Lieut.-Comdr. B. C. Decker.
Lieut.-Comdr. W. D. McDougall.
Lieut.-Comdr. A. W. Hinds.
Lieut.-Comdr. E. L. Bennett.
Lieutenant M. St. C. Ellis.
Lieutenant C. Bean.
Ensign H. D. Cooke, Jr.
Ensign C. E. Wood.
Ensign D. I. Selfridge.
Ensign H. C. Laird.
Midshipman W. E. Reno.
Midshipman S. W. Cake.
Midshipman W. H. Booth.
Midshipman G. L. Schuyler.
Midshipman W. W. Bradley, Jr.
Midshipman W. H. Walsh.
Midshipman R. S. Crenshaw.

Midshipman E. A. Lichtenstein
Midshipman W. T. Smith.
Midshipman G. C. Logan.
Midshipman R. C. Giffen.
Surgeon C. H. T. Lowndes.
Asst. Surgeon J. P. Haynes.
Paymaster D. M. Addison.
Asst. Paymaster F. E. McMillen.
Chaplain G. E. T. Stevenson.
Captain R. P. Williams, U. S. M. C.
Boatswain H. M. Anderson.
Chief Gunner F. L. Hoagland.
Chief Gunner W. A. Cable.
Carpenter J. F. Gallalee.
Warrant Machinist P. Fernan.
Warrant Machinist C. C. Holland.
Warrant Machinist W. Herzberg.
Pay Clerk W. D. Bollard.

Anderson, A. E., O. S.
Albers, W. J., O. S.
Anderson, F. E., O. S.
Argus, A. A., M. M. 1c.
Anderson, Warren, Blksmith.
Acres, W. H., F. 1c.
Anderson, H. R., C. P.
Aubertin, C. E., C. M. 2c.
Adams, T. E., F. 2c.
Allen, James, G. M. 3c.
Allen R. X., O. S.
Addleman, J. C., O. S.
Allen Ruby L., W. O. Ck.
Alton, J. W., F. 2c.
Adams, Eddie, C. M. 3c.
Axtell, Free L., C. P.
Agnew, C. M., M. Att.
Antony, E. A., O. S.
Allen, C. J., O. S.
Ashcroft, W., S. Cook 1c.
Burnside, J. E., Seaman.
Bennett, Archibald, Seaman.
Brown, John, W. O. Std.
Botelle, Edmond R., Elec.
Brick, F. E., Y. 2c.
Blackburn, J. H., C. P.
Blank, Anton, B. M. 1c.
Boden, J. H., Stg. Std.
Brunow, A. P., G. M. 3c.
Brill, E. W., O. S.
Brand, J. H., O. S.
Beckham, Ernest, M. A. A. 3c.
Bluett, Robert, Seaman.
Bartscht, Frederick, O. S.
Beckham, Benard, S. Ck. 4c.
Brown, W. N., Seaman.
Bonkowski, Charles, O. S.
Burner, C. T., Seaman.
Burr, F. C., Seaman.
Bretz, C. E., Seaman.
Balderson, S. L., Seaman.
Bergh, James, F. 1c.
Bratland, Matello, C. W. T.

Busby, James, F. 1c.
Brooks, W. R., F. 1c.
Burk, J. F., M. M. 1c.
Butts, Anthony, C. P.
Brown, Lawrence, F. 1c.
Black, W. E., F. 1c.
Bennett, Moses, F. 2c.
Beever, N. J., F. 2c.
Bose, G. W., F. 2c.
Benson, J. W., G. M. 1c.
Bruno, Jacob, M. M. 1c.
Bailey, William, F. 2c.
Baumgartner, C. G., C. P.
Brustman, G. C., Seaman.
Bent, G. E., G. M. 3c.
Blackburn, S. E., Seaman.
Bradley, S. W., F. 2c.
Briscoe, Adam, M. Att. 3c.
Baylor, P. E., Seaman.
Burns, John, F. 1c.
Blair, Maurice, 1st M.
Barr, David, O. S.
Brink, R. R., O. S.
Betz, C. W., O. S.
Bennett, O. E., Q. M. 2c.
Boquett, J. R., E. 3c.
Bumbarger, Vincent, C. P.
Bender, A. S., H. Std.
Burns, Frank, F. 1c.
Brooks, J. B., M. Att.
Baxley, J. K., O. S.
Brinkley, S. F., O. S.
Bruce, C. L., O. S.
Burgess, C. W., O. S.
Bishop, Lemuel, O. S.
Bush, William, O. S.
Blumenfeld, Max, C. P.
Barkwell, Edgar R., C. P.
Brasher, W. W., C. P.
Brown, J. W., C. P.
Byers, W. D., O. S.
Bennewitz, R. P., Ptr. 3c.
Blashek, I. J., O. S.

Buckner, B. L., O. S.
Bates, A. E., C. P.
Black, E. M., B. M. 2c.
Cameron, A., Elc.
Carter, Joseph, E. 2c.
Collum, W. J., T. C. 1c.
Clausen, C. M., Seaman.
Charlesworth, C., Seaman.
Cherry, William, B. M. 1c.
Coe, W. G., Seaman.
Cuban, G. F., S. Ck. 2c.
Czelusta, Stanley, Seaman.
Cohen, Joseph, C. G. M.
Cherry, C. T., Seaman.
Chilton, Joseph, G. M. 1c.
Cool, Philip, C. T. C.
Callahan, H. J., O. S.
Conyers, E. A., Seaman.
Cathcart, H. G., Seaman.
Crowley, G. T., O. S.
Cooper, A. B., Seaman.
Carraway, O. D., Seaman.
Casper, Andrew, Seaman.
Calef, H. R., Seaman.
Chamberlain, L. H., O. S.
Churchwell, E. S., O. S.
Crowe, H. V., M. M. 2c.
Curry, J. P., W. T.
Childress, G. E., F. 1c.
Covert, W. L., M. M. 2c.
Collings, A. B., F. 1c.
Cressman, H. E., F. 1c.
Cooper, E. A., F. 1c.
Craig, Charles, Coxswain.
Coulter, C. T., Seaman.
Corliss, A. W., O. S.
Carter, Fletcher, S. Ck. 3c.
Collins, Philip, Oiler.
Coughlan, Jeremiah, Oiler.
Copeland, R. M., Seaman.
Classon, J. R., Coxswain.
Creelman, W. G., S. Ck. 1c.
Cooper, T. D., C. M. 1c.

- Cassidy, J. P., E. 3c.
 Campbell, W. H., M. Att. 3c.
 Chenault, W. S., C. P.
 Crookston, E. F., C. P.
 Condon, J. P., C. P.
 Cornelius, J. B., E. 3c.
 Connolly, Robert, F. 2c.
 Culpepper, Clarence, O. S.
 Colwell, W. H., O. S.
 Carroll, G. A., O. S.
 Curtis, Robert, O. S.
 Cooper, E. G., O. S.
 Chrysler, E. W., O. S.
 Cunningham, W. D., O. S.
 Crouter, R. W., O. S.
 Conaway, E. W., O. S.
 Carter, W. M., O. S.
 Canary, Lawrence, C. P.
 Cranfield, Amos, C. P.
 Cooper, L. W., Ptr. 3c.
 Carney, Patrick, C. P.
 Carmichael, W. R., O. S.
 Crowson, T. N., O. S.
 Curd, A. D., O. S.
 Copson, C. A., C. P.
 Coy, W. E., M. Att. 3c.
 Drellishak, S. J., G. M. 3c.
 Davenport, F. M., C. M. 1c.
 Dennis, Nathaniel, O. S.
 Daletke, Frank, Seaman.
 Dull, J. W., Seaman.
 DeBergh, Victor, Seaman.
 Davis, E. L., O. S.
 Duffy, W. C., O. S.
 Dulenty, John, W. T.
 Davis, H. A., F. 1c.
 Davis, Jefferson, F. 2c.
 Dembeck, A. F., F. 2c.
 Dills, C. D., Ptr. 3c.
 Dempsey, J. B., Coxswain.
 Dem, J. J., C. Q. M.
 Disney, William, F. 1c.
 Dunagan, T. M., O. S.
 Dallimore, E. C., C. P.
 Dippold, E. A., C. P.
 Dean, J. E., C. P.
 Durham, F. R. E., E. 2c.
 Durham, H. C., P. & F.
 Degraw, Arthur, Elc.
 Davidson, W. H., C. P.
 Dabney, William, O. S.
 Dixon, R. R., O. S.
 Dallier, J. J., G. M. 1c.
 Durgin, J. J., C. P.
 Duntze, J. C., Jr., O. S.
 Douglas, Frederick, M. Att. 3c.
 Eggers, H. C., M. A. A. 2c.
 Ebert, A. O., Seaman.
 Estep, Harry, Coxswain.
 Edwards, John, C. Ck.
 Eagers, W. W., Seaman.
 Evans, R. M., Y. 3c.
 Eagers, August W., M. M. 2c.
 Ewell, Oscar, S. F. 1c.
 Esterline, J. G., F. 1c.
 Engstrand, V. E., O. S.
 Eberly, J. H., C. P.
 Elliott, Anderson, F. 1c.
 English, L. D., O. S.
 Evans, L. J., O. S.
 Ebertowski, J. W., C. P.
 Engel, C. E., C. P.
 Emrick, Charles, C. P.
 Fowler, John, G. M. 3c.
 Flannery, J. P., C. M. A. A.
 Farmer, J. N., M. A. A. 3c.
 Fachman, F. H., G. M. 3c.
 Fisher, N. R., Seaman.
 Fowler, G. E., O. S.
 Fox, Carl H., W. T.
 Faucett, O. R., W. T.
 Francis, J. H., F. 1c.
 Finney, F. B., E. 3c.
 Friedrich, John, O. S.
 Follansbee, H. E., Seaman.
 Flynn, Thomas, E. 2c.
 Fordon, Solomon, F. 2c.
 Fernow, Frank, Seaman.
 Feeney, John, Y. 2c.
 Feitel, Daniel, H. A. 1c.
 Furschbach, Geo., H. A. 1c.
 Fogle, Michael, O. S.
 Fisel, H. M., C. P.
 Finnell, W. R., C. P.
 Ford, J. H., C. P.
 Foster, A. J., O. S.
 Farris, Herschel, C. Std.
 Frank, Joseph, F. 2c.
 Fouts, J. E., O. S.
 Fouts, Carl L., O. S.
 Fort, G. W., O. S.
 Gourlay, George, Seaman.
 Gorman, F. J., Pr. Tr.
 Graham, Clint, Seaman.
 Gunn, Bert, G. M. 2c.
 Gustafson, V. R., Seaman.
 Gennelli, Antonio, O. S.
 Greenberg, S. L., O. S.
 Gough, Fred, O. S.
 Gordon, W. I., Jr., O. S.
 Gibson, Robert, Oiler.
 Gray, C. C., F. 2c.
 Galzen, W. F., F. 2c.
 Green, E. R., F. 1c.
 Glavin, J. C., B. M. 2c.
 Gardner, B. H., Y. 3c.
 Gleason, J. P., Seaman.
 Golembiowski, A. J., Seaman.
 Guilfoyl, J. P., G. M. 3c.
 Gregson, Joseph, Coxswain.
 Gorney, B. F., E. 1c.
 Gloeckle, G. L., Bkr. B. 1c.
 Gipperich, G. H., Seaman.
 Gessner, F. R., G. M. 3c.
 Gaynor, Benjamin, Seaman.
 Gunning, C. H., C. M. 3c.
 Gulson, Hermann, C. B. M.
 Gammon, G. T., O. S.
 Gannon, W. A., O. S.
 Green, H. E., O. S.
 Gatchell, Robert, O. S.
 Gates, F. E., O. S.
 Grimes, E. M., C. P.
 Gentle, J. B., C. P.
 Gebhardt, E., Seaman.
 Gayle, E. O., C. P.
 Gibbons, C. B., C. P.
 Gard, W. P., C. P.
 Geissert, F. A., O. S.
 Gillispie, A. W., O. S.
 Harris, William, J. O. Ck.
 Hill, J. M., Seaman.
 Handyside, S. R., S. M. M.
 Hederman, W. E., M. 1c.
 Hiltz, J. W., C. Y.
 Herbert, F. E., C. Y.
 Heslin, James, O. S.
 Hawley, Fremont, Seaman.
 Hewelt, John, O. S.
 Herzig, W. A., O. S.
 Hubert, A. G., Seaman.
 Harris, O. E., O. S.
 Hoffrogge, A. W., Seaman.
 Henry, E. P., O. S.
 Hunter, H. G., O. S.
 Heep, John, M. M. 1c.
 Hardcastle, W. G., F. 2c.
 Hicks, Thomas, Oiler.
 Hansen, Louis, W. T.
 Hawk, Lee, F. 1c.
 Hartley, J. O., F. 2c.
 Hulse, A. R., O. S.
 Hauck, W., F. 2c.
 Horridge, S. A., O. S.
 Howell, Raymond, Seaman.
 Hall, Charlie, M. Att. 3c.
 Humes, F. W., El. 3c.
 Hege, F. W., C. M. M.
 Hibbard, C. M., F. 1c.
 Halvstinsen, M. R., O. S.
 Hair, Harry, O. S.
 Herrick, A. F., O. S.
 Hornung, J. A., O. S.
 Hollenbeck, Alva, O. S.
 Halpin, W. J., O. S.
 Howard, G. A., Swgt.
 Henry, M. W., F. 2c.
 Hart, H. G., O. S.
 Harris, W. T., O. S.
 Harper, W. C., O. S.
 Holmberg, E., O. S.
 Hart, Theodore, O. S.
 Holman, Henry, O. S.
 Hurlbut, E. P., O. S.
 Heermann, L. C., O. S.
 Haynes, R. M., O. S.
 Hawk, W. L., O. S.
 Heskett, W. A., O. S.
 Heisler, W. O., C. P.
 Hickman, M. R., C. P.
 Hempel, E. E., C. P.
 Haines, C. E., C. P.
 Hollister, F. H., C. P.
 Hiney, H. H., O. S.
 Herchenroder, W. P., O. S.
 Hanley, W. A., M. Att. 3c.
 Hogan, C. V., C. P.
 Heer, J. J., S. Ck. 4c.
 Holland, E. A., M. 2c.
 Harbin, John, O. S.
 Huston, A. B., O. S.
 Hill, L. M., O. S.
 Hill, G. W., O. S.
 Hedges, W. C., O. S.
 Horejs, J. F., O. S.
 Henricy, L. G., O. S.
 Hankins, W. B., O. S.
 Hutcheson, J. H., M. Att. 3c.
 Irban, John, Seaman.
 Irvin, James, C. P.
 Ide, Earl, O. S.
 Ivie, Fleetwood, O. S.
 Jamison, Willie, O. S.
 Jargstorf, H. J., Coxswain.
 James, Major, Oiler.
 Jones, L. O., F. 1c.
 Johnson, G. W., F. 2c.
 Jones, Harold, O. S.
 Johnson, R. H., Bugler.
 Jenkins, William, Coxswain.
 Jandernal, J. A., O. S.
 Johnson, R. C., C. P.
 Jefferson, L., Jr., M. Att. 2c.
 Jehl, F. J., O. S.
 Jenkins, Thomas, O. S.
 Jennings, Edgar, O. S.
 Jones, J. H., O. S.
 Jones, C. L., O. S.
 Jacobs, Leopold, O. S.
 Jones, F. M., O. S.
 Jones, O. C., C. P.
 Jennings, V. B., O. S.
 Johnson, L. L., O. S.
 Kamps, E. J., M. 2c.
 Keeran, A. C., S. F. 2c.
 Kent, Frank, Seaman.
 Kubiak, Andrew, Seaman.
 Krummen, Harry, Seaman.
 Klapproth, W. H., Seaman.
 Kuchnle, J. B., Jr., Seaman.
 Kelley, P. E., Bmrk.
 Kennedy, S. H., F. 1c.
 Kleissle, D. L., C. P.
 Kincaid, J. L., Seaman.
 Kelsner, J. W., F. 2c.
 Killoy, E. J., O. S.
 Doscinski, Joseph, Seaman.
 Knowles, G. T., F. 2c.
 Kutis, F. J., O. S.
 Kuerschner, L. E., O. S.
 Kleist, W. E., O. S.
 Kinkad, B. R., O. S.
 Kidd, J. M., O. S.
 Knights, L. W., C. M. M.
 Kellenberger, Julius, O. S.

- Kellenberger, Frank, O. S.²
 Klann, R. C., C. P.
 Karl, W. G., C. P.
 Krueger, F. H., C. P.
 Kershaw, G. N., C. P.
 Knowles, A. A., C. P.
 Kennedy, T. F., C. P.
 Keller, F. C., S. Ck. 4c.
 Knowles, W. H., W. T.
 Kaepfel, A. H., O. S.
 Key, J. L., O. S.
 Koelsch, J. M., O. S.
 Krueger, W. C., O. S.
 Kujawa, Peter, C. P.
 Klies, W. M., M. M. 2c.
 Lee, D. L., El. 3c.
 LeNeau, Edward, Seaman.
 Lowrey, R. S., Coxswain.
 Leshner, F. B., El. 2c.
 Langborgh, E. S., Q. M., 3c.
 Long, J. N., G. M. 3c.
 Leaming, R. V., O. S.
 Lee, W. P., Seaman.
 Lundquist, Carl, Seaman.
 Lynch, John, F. 1c.
 Lentz, F. G., F. 1c.
 Leville, Frank, O. S.
 Laski, Frank, O. S.
 Lewis, F. L., Csmth.
 Lutz, F. C., O. S.
 Luff, F. W., O. S.
 Laursen, A. J., C. P.
 Labadie, J. P., H. App.
 Langlais, Clifford, C. P.
 Ladwig, F. O., B. Smth.
 Lambert, F. F., F. 2c.
 Lalley, E. J., F. 2c.
 Lynn, H. K., F. 2c.
 Lewis, L. A., O. S.
 Low, B. H., O. S.
 Love, S. V., W. R. Std.
 Leach, J. A., C. P.
 Lasley, A. D., O. S.
 Lake, F. W., C. P.
 Myers, H. E., Bugler.
 Marshman, Coleman, Seaman.
 Meir, H. J., C. C. M.
 Murray, W. H., C. Std.
 Miller, J. D., E. 3c.
 Munsen, C. E., C. T. C.
 Mauldin, W. P., M. Att. 2c.
 Main, W. J., C. Y.
 Madden, Frank, G. M. 2c.
 Miller, Joseph, O. S.
 Milligan, C. E., O. S.
 Mahlman, F. B., Seaman.
 Morgan, William, O. S.
 Minton, E. R., O. S.
 Mahler, Henry, O. S.
 Mann, E. E., P. & F.
 Malian, C. E., F. 1c.
 Marechal, Louis, F. 1c.
 Moss, L. F., F. 2c.
 Meyer, Philip, B. Mstr.
 Mentch, W. A., M. A. A. 3c.
 Michael, Arnet, Seaman.
 Molohon, J. H., F. 2c.
 Miller, N. H., F. 2c.
 Martin, F. G., M. A. A. 3c.
 Mulligan, Edward, Seaman.
 Middleton, F. W., O. S.
 May, E. C., O. S.
 Meyer, O. W., O. S.
 Miller, H. B., Seaman.
 Miller, A. R., S. Ck. 3c.
 Metzler, W. G., F. 1c.
 Munz, L. G., Seaman.
 Miller, M. J., Coxswain.
 Middleton, W. H., E. 2c.
 Meena, Stratos, Oiler.
 May, P. W., S. Ck. 4c.
 Myers, J. E., F. 2c.
 Mormann, Henry, M. 1c.
 Monroe, G. B., C. P.
 Mitchell, Charles, O. S.
 Miller, J. J., F. 2c.
 Miller, L. H., C. P.
 Morgan, Joseph, O. S.
 Moorc, O. C., C. P.
 Monroe, Neil, C. Q. M.
 May, J. S., M. M. 2c.
 Mowrer, C. P., Bk. 2c.
 Marquardt, M. M., Bk. 2c.
 Moore, James, F. 1c.
 Mulvihill, John, F. 1c.
 Moore, E. E., O. S.
 Moulden, O. H., O. S.
 Miles, A. E., O. S.
 Maddelein, Henry, C. P.
 Murry, E. N., C. P.
 Mockford, C. W., C. P.
 Merrill, Vincent, C. P.
 Murphy, D. F., Y. 1c.
 Moreton, C. N., El. 1c.
 Mack, A. C., M. 2c.
 Melton, R. R., O. S.
 Myers, L. E., O. S.
 Martin, E. C., O. S.
 Mraz, P. E., O. S.
 Mitchell, G. W., O. S.
 Miller, Joseph, C. P.
 Mueller, P. B., M. M. 2c.
 McAlona, R. J., C. E.
 McCarl, Rodger, G. M. 3c.
 McCullough, W. J., M. M. 1c.
 McDermott, W. S., F. 1c.
 McDonald, R. W., C. B. M.
 McPhearson, J. W., Bsmth.
 McClellan, Charles, Bmkr.
 McKeeman, R. F., O. S.
 McNally, J. J., F. 1c.
 McDonald, J. R., O. S.
 McCauley, Edward, O. S.
 McBurney, J. L., C. P.
 McHome, J. B., C. P.
 McDaniel, F. J. F., O. S.
 McManus, J. L., O. S.
 McDonald, Walter, S. Ck. 3c.
 Naumann, Frank, T. C. 1c.
 Nylund, Torger, C. G. M.
 Nettelhorst, W. G., Seaman.
 Niermier, A. G., Seaman.
 Nippen, John, Seaman.
 Numa, G. I., Seaman.
 Nickens, Leroy, Oiler.
 Nolan, Michael T., B. M. 2c.
 Nicholson, F. D., E. 3c.
 Neilass, W. S., Bmkr.
 Newman, W. P., F. 2c.
 Neilly, James, E. 3c.
 Norris, F. M., E. 2c.
 Nagel, Edward, E. 3c.
 Nickrenz, R. M., C. P.
 Noonan, G. J., O. S.
 Newton, J. M., O. S.
 Newman, J. A., O. S.
 Nelson, W. J., C. P.
 O'Neill, C. E., Seaman.
 O'Hara, John, M. A. A. 1c.
 Ouellette, F. D., O. S.
 O'Heron, E. J., C. M. M.
 O'Neill, J. T., O. S.
 Osborne, S. E., O. S.
 Oughton, C. D., C. P.
 Obey, D. J., Seaman.
 O'Brien, J. J., C. P.
 Oliver, L. W., O. S.
 O'Bryan, W. J., C. P.
 O'Reiley, M. K., M. M. 2c.
 Parker, William, M. Att., 2c.
 Price, H. J., B. M. 1c.
 Peterson, W. J., M. 2c.
 Pio, C. F., G. M. 1c.
 Plummer, R. L., M. Att. 3c.
 Phelps, Charles, M. Att. 3c.
 Pratt, LeRoy, Seaman.
 Price, C. E., Seaman.
 Peltier, R. A., Seaman.
 Pohl, W. G., O. S.
 Parker, Ray, Seaman.
 Parker, F. J., O. S.
 Price, J. A., Oiler.
 Peyton, H. G., C. W. T.
 Palmer, S. E., F. 2c.
 Phillips, S., B. 2c.
 Parker, R. C., O. S.
 Polly, Otis G., C. P.
 Peterson, V. E., F. 1c.
 Petticrew, J. F., Seaman.
 Pearson, Roy, W. T.
 Perry, Earl, F. 1c.
 Porter, H. J., O. S.
 Parham, Lee, M. Att. 3c.
 Price, W. M., G. M. 2c.
 Povenmire, L. A., F. 2c.
 Peoples, W. W., C. P.
 Placet, Louis, Coxswain.
 Postell, E. M., O. S.
 Pettigrew, A. W., O. S.
 Powell, J. V., O. S.
 Pilcher, Eugene, O. S.
 Petersen, F. N., C. P.
 Paulsen, W. B., O. S.
 Petersen, Frederick, Seaman.
 Pyle, J. M., O. S.
 Perkins, L. H., O. S.
 Parks, W. H., O. S.
 Price, G. A., C. P.
 Pomeroy, W. F., M. M. 2c.
 Quick, J. G., C. P.
 Quinn, J. P., F. 1c.
 Romolo, Merlo, M. 1c.
 Reark, Benson, O. S.
 Rigg, James, Seaman.
 Reiter, J. E., Seaman.
 Rozman, S. J., O. S.
 Richards, E. J., G. M. 3c.
 Repregle, H. E., Seaman.
 Ruchlinska, Theo., O. S.
 Ruhlley, Michael, C. W. T.
 Rau, W. J., P. and F.
 Reiley, S. L., W. T.
 Rostin, Axtel, F. 2c.
 Rowley J. E., E. 1c.
 Ray, C. H., F. 1c.
 Ryan, A. J., C. P.
 Reid, Willie, M. Att. 3c.
 Raywood, Harry, O. S.
 Ryan, J. F., O. S.
 Reinus, H. G., O. S.
 Rogers, W. L., O. S.
 Reser, Frederick, C. P.
 Ryan, James N., C. P.
 Ruff, Wm. W., C. P.
 Reynolds, Harry, O. S.
 Rose, John, C. P.
 Smith, Henry, W. R. Cook.
 Sullivan, J. L., Seaman.
 Seivert, L. F. P., Coxswain.
 Smith, Harry, B. M. 2c.
 Slaton, Benj., Seaman.
 Smith, L. R., Coxswain.
 Sindelar, O. E., M. 2c.
 Smith, C. H., C. P.
 Spear, Julius, O. S.
 Smith, E. J., O. S.
 Sandes, C. T., O. S.
 Seitz, G. H., O. S.
 Schuesler, O. B., O. S.
 Snowman, C. L., E. 3c.
 Schuesler, L. F., O. S.
 Steenbergen, Lee, O. S.
 Spera, Clyde, O. S.
 Stansbury, C. J., O. S.
 Strasser, O. F. E., Seaman.
 Smyth, S. H., Oiler.
 Solon, P. J., C. M. M.
 Stewart, G. A., C. M. M.
 Saville, T. W., Oiler.
 Sohn, W. H., M. M. 1c.
 Schlueter, H. A., F. 1c.
 Stolp, C. W., F. 2c.
 Shotwell, G. L., F. 1c.
 Shafer, James, F. 2c.
 Stiles, Walter, M. 2c.
 Sumpter, L. P., Seaman.

Schoenfield, D. C., E. 3c.
 Stewart, C. C., Coxswain.
 Story, S. D., F. 2c.
 Smeeding, E. C., Y. 3c.
 Schumaker, E. J. C., F. 2c.
 Strauss, Samuel, Seaman.
 Sullivan, Jos., M. A. A. 3c.
 Smith, C. E., Seaman.
 Shuman, W. A., B. M. 2c.
 Storch, G. A., G. M. 2c.
 Strickland, G. C., Seaman.
 Stuart, H. M., F. 2c.
 Seastrom, M. T., Seaman.
 Salem, J. J., B. 2c.
 Sindberg, Hans, S. Ck. 2c.
 Snowman, J. T., C. P.
 Smith, S. T., E. 2c.
 Simms, C. D., M. Att. 3c.
 Schmutzler, W. G., M. M. 2c.
 Shanks, W. C., O. S.
 Schreiber, Gus, O. S.
 Shunkweiler, F. S., C. P.
 Soucy, Emille, C. P.
 Sontheimer, Frank, C. P.
 Small, E. L., Bugler.
 Scala, Phillip, M. 1c.
 Schwab, G. A., E. 3c.
 Stewart, F. H., F. 2c.
 Sontag, George, F. 1c.
 Smith, Charles, F. 2c.
 Swanson, G. E., M. M. 2c.
 Smith, P. F., O. S.
 Squires, C. H., O. S.
 Sailor, W. D., O. S.
 Sheehan, R. S., O. S.
 Schebler, W. J., O. S.
 Sain, C. A., O. S.
 Spiering, R. C., O. S.
 Stuart, L. P., O. S.
 Stewart, W. A., O. S.
 Sullivan, W. J., O. S.
 Schneider, G. T., O. S.
 Schmitz, Joseph, C. P.
 Simpson, Theodore, C. P.
 Smythe, J. W., C. P.
 Shiftet, Irvin, C. P.
 Sacconi, K. J., C. P.
 Smith, L. F., M. M. 2c.
 Schwartz, C. A., Seaman.
 Sawyer, E. P., M. 2c.
 Simmons, Fred, W. T.
 Schwab, Chas., C. P.
 Sappington, T. P., O. S.
 Scoott, Earl, O. S.
 Smock, A. T., O. S.
 Squires, C. C., O. S.
 Sickmiller, H., O. S.
 Samson, R. F., O. S.
 Steele, George, C. P.
 Stump, C. E., C. P.
 Schiff, George, Y. 2c.
 Straw, W. H., M. M. 2c.
 Threm, A. F., G. M. 2c.
 Turner, Ernest, Q. M. 1c.
 Tanck, H. M., G. M. 2c.
 Taylor, R. C., M. 2c.
 Taylor, A. R., Seaman.
 Terry, C. D., Y. 3c.
 Testerman, L. C., Seaman.
 Testerman, C. L., O. S.
 Tappen, L. E., Seaman.
 Tabor, H. L., S. C. 4c.
 Teepe, F. W., C. M. M.
 Thom, Albert, C. P.
 Throneberry, Z. B., C. P.
 Thompson, Saml., Swt.
 Todtenhausen, P., M. M. 2c.
 Trott, D. J., M. M. 2c.
 Tillmon, Mont, O. S.
 Trover, M. R., O. S.
 Trevethan, J. W., O. S.
 Thompson, W. D., O. S.
 Taylor, C. D., C. P.
 Thompson, W. M., C. P.
 Titus, F. W., C. P.
 Turbitt, E. F., C. W. T.
 Thompson, L. V., O. S.
 Timmons, N. C., O. S.
 (Ussery, J. D., O. S.
 Vance, Francis, Coxswain.
 Vance, J. C., O. S.
 Vaughan, M. W., M. Att. 2c.
 Volk, E. G., W. T.
 Varwig, Frank, O. S.
 Weaver, W. E., Seaman.
 Waggoner, C. V., Q. M. 2c.
 Ward, C. O., M. 2c.
 Wallace, R. B., B. M. 1c.
 Wallmerath, Jas., C. G. M.
 Willis, J. F., Seaman.
 Winders, W. Z., Seaman.
 Williams, Lynn, Seaman.
 Wriggle, Paul, G. M. 3c.
 Wolf, F. H., Oiler.
 Wallace, W. T., F. 2c.
 Wells, J. A., E. 3c.
 Weigand, P. O., C. P.
 Webb, R. A., Seaman.
 Walter, E. R., C. Y.
 Whittington, L., M. Att. 3c.
 Work, A. H., Seaman.
 Woods, F. J., G. M. 3c.
 Wilcox, James, O. S.
 Wolf, Moses, Oiler.
 Wheeler, H. C., C. P.
 Wilson, F. R., O. S.
 Williams, E. J., Seaman.
 Wilson, Alex., M. Att. 3c.
 Wright, E. C., E. 2c.
 Whalen, A. L., P. 2c.
 Wall, R. W., O. S.
 Walker, T. A., F. 2c.
 White, W. A., E. 1c.
 Wagner, C. B., F. 2c.
 Wheeler, Osceola, O. S.
 White, C. S., O. S.
 Whiting, Louis, O. S.
 Watters, Walter, O. S.
 Walton, E. M., O. S.
 Willis, M. H., O. S.
 Walters, J. M., O. S.
 White, J. A., C. P.
 Ward, J. T., C. P.
 Walchock, Jos., Csmth.
 Weaver, Lewis, O. S.
 Weathers, S. W., O. S.
 Wilsford, Roy, O. S.
 Williams, W. E., O. S.
 Whitten, H. C., O. S.
 Weathers, Paul, O. S.
 Young, C. E., Blksmith.
 Yeargin, G. W., M. M. 2c.
 Yozzo, F., 1st Mus.
 Zimmerman, Homer, O. S.

Marine Guard.

Alexander, E. P., Private.
 Auger, Frank, Private.
 Barnes, H. B., Private.
 Barney, G. L., Private.
 Bender, G., Private.
 Berger, J. H., Private.
 Bollard, J. W., Private.
 Brennan, John, Private.

Brooks, John, Private.
 Brown, A. R., Private.
 Casey, J. P., Private.
 Charselle, H. M., Private.
 Christenberry, W., Private.
 Cleveland, C. E., Private.
 Cooper, O. V., Private.
 Conway, M. L., Sgt.
 Couch, W. E., Private.
 Coulter, G. B., Corpl.
 Cox, O. F., Private.
 Cozart, R. (H.), Private.
 Crislip, R. M., Private.
 Cross, T. J., Private.
 Cullom, E. N., Private.
 Daly, Patrick, Private.
 Dearing, W. E., Private.
 Dolan, W. H., Private.
 Drew, S. F., Private.
 Du Bose, E. B., Private.
 Dunlap, H. B., Private.
 Farrow, R. M., Private.
 Foster, E. F., Private.
 Geist, A. V., Private.
 Glowatzski, J., Trump.
 Graham, A. R., Private.
 Hamm, Charles, Private.
 Harbaugh, F. D., 1st Sgt.
 Howe, John P., Private.
 Huse, H. E., Private.
 Johnson, Jos., Private.
 Jones, W. F., Private.
 Jordan, Monroe, Private.
 Kasten, Emil, Private.
 Lancaster, J. E., Private.
 Linde, A. E., Private.
 McCullough, Wm., Private.
 Magers, L., Private.
 Maltman, J. F., Private.
 McDonald, J. H., Private.
 McNabb, G. T., Corpl.
 Miller, C. L., Private.
 Miller, H. B., Corpl.
 Mooney, W. J., Private.
 Morrow, R. S., Corpl.
 Murray, W. R., Private.
 Nelson, V. H. C., Private.
 Netzel, E. B., Private.
 Newland, E. C., Private.
 Newlen, A. D., Private.
 Newport, N. A., Private.
 Oliver, W. E., Private.
 Pearl, H. F., Private.
 Pelo, R. T., Private.
 Pilcher, B. B., Private.
 Plemmons, Troy, Private.
 Reynolds, L., Private.
 Robinette, R. E., Private.
 Rollf, Chas., Private.
 Ross, W. J., Private.
 Sadler, J. E., Corpl.
 Silsby, O. M., Drummer.
 Schenck, Phillip, Private.
 Schreiber, Gustav, Private.
 Shover, L. G., Private.
 Smith, H. P., Sgt.
 Stepleton, Bert, Private.
 Sugrue, J. P., Private.
 Sutman, J. L., Private.
 Thiem, M. H., Private.
 Walker, W. T., Private.
 Waukel, E. A., Private.
 Wilhite, R. W., Private.
 Wilton, W. H., Private.
 Wyman, J. R., Corpl.
 Zender, P. V., Private.



Photo and Copyright by T. C. Muller. THE UNITED STATES BATTLESHIP MINNESOTA. Flagship, Rear Admiral C. M. Thomas, Commanding Third Division. Captain John Hubbard, Commanding.

UNITED STATES BATTLESHIP MINNESOTA.

Builders, Newport News.
Launched April, 1905.
Completed December, 1906.

Normal displacement, 16,000 tons. Full load displacement, 17,650 tons. Length at water line, 450 feet. Beam, 76 5-6 feet. Maximum draught, 26 2-3 feet.

Guns:

1 12-inch, 45 Cal.
8 8-inch, 45 Cal.
12 7-inch, 50 Cal.
20 14-pounders.
12 3-pounders.
4 1-pounders.
2 Machine, .30.
2 Automatic, .30.
2 Field Guns, 3-inch.
4 Submerged Torpedo Tubes,
21-inch.

Armor (Krupp):

9" Belt (amidships).
4" Belt (ends).
3" Deck (slopes).
7" Lower Deck Side.
10" Barbettes.
12-8" Turrets.
7" Battery.
2" Casements (14-pounders).
6"-4" Small Turrets.
9" Conning Tower.

Machinery: Two sets vertical 4-cylinder triple-expansion, two screws (outward turning). Boilers: 12 Babcock. Designed H. P. 16,500, equal 18 knots. Coal: Normal, 900 tons; maximum, 2,314 tons.

REAR ADMIRAL CHARLES M. THOMAS, U. S. NAVY.
COMMANDER SECOND SQUADRON AND THIRD DIVISION.

PERSONAL STAFF.

Lieut. K. G. Castleman, U. S. N. - - - - - Aid—Flag Lieutenant.
Lieut. F. D. Berrien, U. S. N. - - - - - Aid—

Captain J. Hubbard.
Lieut.-Comdr. W. G. Miller.
Lieut.-Comdr. W. K. Harrison.
Lieut.-Comdr. O. P. Jackson.
Lieutenant I. C. Wettengel.
Lieutenant C. P. Nelson.
Lieutenant J. J. Hyland.
Lieutenant R. R. Adams.
Ensign H. R. Stark.
Ensign W. Ancrum.
Ensign H. F. Leary.
Ensign L. W. Townsend.
Midshipman R. Hill.
Midshipman R. A. Spruance.
Midshipman W. P. Beehler.
Midshipman J. M. Schelling.
Midshipman W. O. Wallace.
Midshipman C. R. Hyatt.
Midshipman J. S. Barleon.
Midshipman E. G. Allen.

Midshipman W. F. Amsden.
Midshipman V. E. Clark.
Midshipman W. E. Sherlock.
Midshipman T. A. Thompson, Jr.
Surgeon W. B. Grove.
Asst. Surgeon W. S. Kuder.
Paymaster G. M. Stackhaus.
Chaplain S. K. Evans.
Captain L. Feland, U. S. M. C.
Second Lieut. D. M. Randall, U. S. M. C.
Chief Boatswain M. Fritman.
Chief Gunner T. S. Aveson.
Gunner H. J. Palmer.
Chief Carpenter J. F. McCole.
Warrant Machinist D. Purdon.
Warrant Machinist J. M. Ober.
Warrant Machinist J. L. Valliant.
Warrant Machinist L. N. Lindsley.
Pay Clerk J. L. Carter.

Alicke, Rudolph, M. M. 1c.
Anderson, Alex., B. M. 2c.
Arvesen, A. N., Ch. El.
Anderson, J. A., Cox.
Argerbright, Harry, S. C. 1c.
Albert, George, J. O. Cook.
Amess, J. C., C. M. 1c.
Aves, D. R., H. App.
Anderson, Cleveland, El. 2c.
Ackerman, T. C., El. 2c.
Affleck, F. A., Seaman.
Adams, T. M., Seaman.
Adams, L. H., O. S.
Alsop, Wilbur, O. S.
Ayala, M. J., O. S.
Allen, J. D., F. 2c.
Alvis, J. H., G. M. 3c.
Adams, W. C., O. S.
Aeschbach, Emil, O. S.
Aggers, F. N., O. S.
Alexander, C. S., O. S.
Abernathy, R. T., H. Stw.
Adolph, Herman, Bkr. 1c.
Ashcroft, W. J., O. S.
Akins, T. M., O. S.
Adams, J. R., Yeo. 2c.
Anderson, Richard, C. P.

Attenburg, H. M., Swright.
Bennett, B. C., F. 1c.
Barnes, Walter, F. 1c.
Bott, C. J., M. M. 2c.
Bryan, F., F. 2c.
Burks, H. E., C. M. M.
Beal, W. L., S. C. 2c.
Buchley, W. S., Seaman.
Briggs, Percy, S. C. 2c.
Beaty, C. J., Cox.
Beffa, M. A., W. R. Stw.
Baume, T. A., Q. M. 3c.
Brady, J. P., G. M. 1c.
Bower, E. P., C. C. M.
Biskup, T. V., Seaman.
Bloom, E. B., Cox.
Blumenthal, David, Seaman.
Bailey, W. R., Q. M. 2c.
Barnhart, Edward, G. M. 2c.
Bazemore, W. J., Cox.
Brashears, L. W., Bugler.
Barnes, J. P., C. M. 1c.
Bagby, R. E., M. Att. 3c.
Bush, Charles, Seaman.
Bonaparte, Anthony, C. T. C.
Brown, W. J., El. 2c.
Bitner, E. P., Yeo. 3c.

Belegrin, Joseph, Seaman.
Blackwell, Lester, Seaman.
Bellinger, G. A., Seaman.
Bennett, W. B., O. S.
Brady, C. E., Seaman.
Bittner, W., O. S.
Barre, P. D., O. S.
Brady, C. L., Seaman.
Burrell, M. J., O. S.
Burns, C. E., O. S.
Bull, C. J., O. S.
Boyle, J. C., O. S.
Bloom, A. E., O. S.
Brown, G. M., F. 2c.
Brownlee, C. W., F. 2c.
Burwinkle, A., C. M. at A.
Blackwell, J., M. Att. 3c.
Brower, F. S., Seaman.
Bouquet, Arthur, El. 2c.
Bradley, L. P., C. P.
Brock, J. F., F. 2c.
Burke, F. J., O. S.
Bedford, J. M., C. P.
Boimann, G. H., O. S.
Bourke, Oliver, O. S.
Bryant, W. C., C. P.
Ballman, C. L., C. M. 2c.

- Burns, R. W., O. S.
 Bassi, Anthony, C. P.
 Behensky, Otto, C. P.
 Burke, E. J., Cox.
 Babcock, A. W., Ch. Yeo.
 Burrow, T. G., O. S.
 Brown, P. J., Oiler.
 Brown, C. L., O. S.
 Beldon, E. J. C., O. S.
 Bills, George, O. S.
 Burba, M. M. H., O. S.
 Ball, Martin, O. S.
 Baer, Otto, O. S.
 Brown, Albert, O. S.
 Byland, Amos, O. S.
 Boyser, E. W., O. S.
 Benites, M. A., O. S.
 Burcham, W. O., C. P.
 Bloebaum, P. H., C. P.
 Boewer, J. T., C. P.
 Brandenberg, Frank, C. P.
 Bierwith, Oscar, Seaman.
 Brown, Raymond, Bugler.
 Barber, J. J., F. 1c.
 Barta, W. L., F. 1c.
 Brenner, William, Mus. 2c.
 Boyer, M. J., O. S.
 Becker, N. J., O. S.
 Belsler, B. T., O. S.
 Baker, J. A., O. S.
 Besser, J. M., O. S.
 Blythe, Oliver, O. S.
 Bowman, B. H., O. S.
 Benedict, L. C., O. S.
 Becker, M. D., M. M. 2c.
 Brown, W. H., Yeo. 2c.
 Brown, Joseph, M. Att. 3c.
 Bolgain, John, C. P.
 Carr, A. F., C. P.
 Chambers, C. V., W. I.
 Collins, B. W., F. 1c.
 Collins, T. A., Oiler.
 Casey, James, C. W. T.
 Coleman, O. F., Yeo. 2c.
 Coulter, G. R., El. 2c.
 Critcher, W. T., S. F. 2c.
 Carter, E. J., Cox.
 Chapman, C. W., C. M. 3c.
 Chambers, J. T., Cox.
 Chilton, L. S., O. S.
 Cook, R. C., M. Att. 3c.
 Crockett, W. J., O. S.
 Cockrill, J. H., Seaman.
 Clark, F. P., O. S.
 Cunningham, A. J., O. S.
 Cook, C. L., O. S.
 Crom, E. C., O. S.
 Crews, H. P., O. S.
 Conley, E. L., O. S.
 Chzk, Frank, Seaman.
 Chambers, F. L., F. 2c.
 Cook, G. H., F. 2c.
 Cones, C. F., H. App.
 Clear, J. H., F. 2c.
 Chittenden, H. W., P. and F.
 Christensen, F. O., F. 2c.
 Christensen, T. P., F. 2c.
 Cichon, Henry, C. P.
 Connelly, F. E., O. S.
 Chambers, H. R., O. S.
 Chatteleton, E. R., M. M. 2c.
 Carroll, Robert, F. 2c.
 Clark, J. L., O. S.
 Chapman, C. F., O. S.
 Collins, William, O. S.
 Cummings, J. B., El. 3c.
 Canty, J. E., C. P.
 Casey, J. E., C. P.
 Clancy, Matthew, F. 1c.
 Church, C. F., G. M. 1c.
 Carter, E. H., O. S.
 Carson, W. L., M. Att. 3c.
 Cole, T. J., O. S.
 Conrad, Robert, O. S.
 Chandler, R. H., O. S.
 Cameron, N. M., O. S.
 Core, J. B., O. S.
 Costello, E. E., O. S.
 Charlton, W. C., O. S.
 Cole, Newton, C. P.
 Clark, G. A., C. P.
 Carroll, J. M., C. P.
 Carlson, L. J., Seaman.
 Crown, L. C., Q. M. 2c.
 Cameron, A. J., C. P.
 Chamberlain, Frank, Bkr. 1c.
 Cavell, J. L., O. S.
 Cannon, L. V., O. S.
 Cogan, P. C., O. S.
 Chanslor, F. E., O. S.
 Cook, E. E., O. S.
 Clark, R. F., O. S.
 Climmar, P., O. S.
 Duffly, P. J., C. W. T.
 Dorgan, R. W., C. P.
 Dodel, A. W., O. S.
 Dandell, G. C., F. 1c.
 Damico, Salvador, C. P.
 Duncan, B. J., Oiler.
 Davis, Fred, M. Att. 3c.
 Dukoff, Harry, Ptr. 2c.
 Dalton, F. J., M. at A. 2c.
 Duval, A. G., O. S.
 Dolan, E. L., Seaman.
 Demeaux, H. H., O. S.
 DePriest, Lester, El. 3c.
 Dillon, T. E., O. S.
 Dolle, H. A., Seaman.
 Dow, C. L., El. 3c.
 Dungan, W. H., F. 2c.
 Dunn, James, Blksmth.
 Daugherty, L. M., F. 2c.
 Davis, E. E., Bkr. 2c.
 Drewery, J. R., M. Att. 3c.
 Davis, C. N., O. S.
 Donahue, R. R., F. 2c.
 Dorr, W. L., O. S.
 Deal, G. F., O. S.
 Durham, E. J., O. S.
 Duke, V. D., C. P.
 Daniels, F. H., O. S.
 Dotson, Claude, O. S.
 Dunn, Mahlon, G. M. 3c.
 Dekeyser, Elmer, O. S.
 Downer, F. L., O. S.
 Davidson, Joseph, O. S.
 Davis, F. C., C. P.
 Davis, H. A., C. P.
 Dinwiddie, T. H., Yeo. 2c.
 Davis, Edward, M. Att. 3c.
 Davidson, James, O. S.
 DeLong, R. W., Swright.
 Everett, W. T., C. M. 3c.
 Edwards, J. D., M. M. 1c.
 Erickson, Marshall, S. F. 1c.
 Eggert, C. F., F. 2c.
 Ellis, Leonard, O. S.
 Egan, Robert, F. 2c.
 Elliott, G. F., O. S.
 Ellis, G. F., O. S.
 Ellsworth, S. J., O. S.
 Elgin, J. H., O. S.
 Engleman, E. L., C. P.
 Evans, Fred, C. P.
 Evans, R. A., O. S.
 Egan, W. C., O. S.
 Frost, Steve, F. 2c.
 Faultless, Archie, P. and F.
 Frenss, A. A., El. 2c.
 Forte, G. S., Str. Stw.
 Flecken, Fred, C. W. T.
 Ford, E. H., Seaman.
 Ferguson, James, O. S.
 Fenner, Harrison, O. S.
 French, F. S., F. 2c.
 Fox, Samuel, F. 2c.
 Fike, C. H., El. 2c.
 Fellemende, F. R., O. S.
 Flemings, S. P., O. S.
 Folse, R. E., O. S.
 Felkel, G. C., C. P.
 Fennel, W. P., C. P.
 Fiske, H. N., Oiler.
 Ford, H. S., O. S.
 Fay, W. V., C. P.
 Froelich, H. W., C. P.
 Fairbanks, O. A., O. S.
 Goegolas, Eggale, F. 1c.
 Gray, Jerome, F. 1c.
 Graham, J. A., F. 2c.
 Glaser, Isadore, El. 3c.
 Gibbs, E. H., Mus. 1c.
 Groves, W. G., M. at A. 3c.
 Geary, J. E., M. Att. 2c.
 Graves, W. H., O. S.
 Gillespie, R. C., O. S.
 Gottlieb, Henry, C. G. M.
 Geer, G. F., B. M. 2c.
 Garvin, R. P., Cox.
 Glaser, W. G., M. at A. 3c.
 Garrison, C. H., Seaman.
 Graham, C. F., O. S.
 Gibson, J. M., Seaman.
 Goethe, S. S., C. P.
 Geshwender, J. A., F. 2c.
 Gouge, J. R., F. 2c.
 Grisham, C. F., C. P.
 Gosselink, J. A., O. S.
 Gallagher, J. P., O. S.
 Gillman, Edward, C. M. 2c.
 Gaff, Thomas, W. T.
 Green, Mortom, El. 3c.
 Goldberg, A. A., O. S.
 Glading, T. E., O. S.
 Goebel, C. F., O. S.
 Gable, E. C., O. S.
 Gumm, E. F., O. S.
 Goodman, F. C., O. S.
 Gehrig, Charles, O. S.
 Goodman, George, O. S.
 Hall, O. P., F. 2c.
 Harter, F. H., F. 1c.
 Hunt, C. B., F. 1c.
 Hewitt, O. R., C. M. M.
 Hott, F. A., Seaman.
 Heins, F. W., Cox.
 Hanson, H. J., Cox.
 Hester, Clarence, Swright.
 Hagan, H. A., C. G. M.
 Hill, W. H., Yeo. 2c.
 Hellmers, T. W., O. S.
 Holdefer, F. W., Seaman.
 Hussung, D. M., Mus. 2c.
 Heller, G. J. C., Blksmth.
 Holloway, E. A., Mus. 2c.
 Hartman, W. S., F. 1c.
 Holmes, T. D., M. Att. 3c.
 Harding, C. C., F. 2c.
 Houston, L. J., F. 2c.
 Hamilton, C. B., Ptr. 1c.
 Hughes, W. H., Ptr. 3c.
 Horn, G. J., O. S.
 Hatfield, Frank, Seaman.
 Hammer, O. E., El. 3c.
 Hall, R. H., O. S.
 Hammerbacker, W. H., Sea.
 Haussman, E. G., Seaman.
 Hankinson, L. A., O. S.
 Hauk, B. H., O. S.
 Hill, E. W., O. S.
 Hill, A. J., C. P.
 Hughes, John, F. 2c.
 Huston, Kern, S. C. 2c.
 Harris, R. G., S. C. 4c.
 Hoagland, J. A., C. P.
 Hunt, R. H., C. P.
 Haynes, Luther, O. S.
 Hagendorn, E. P., O. S.
 Hawkins, C. R., O. S.
 Hazeltine, E. R., C. P.
 Harvey, George, Mus. 1c.
 Heiss, W. R., Mus. 2c.

- Holdon, O. B., Mus. 2c.
 Hyrne, C. F., O. S.
 Harbester, W. H., O. S.
 Hoover, C. R., O. S.
 Howard, G. S., O. S.
 Howard, Elmer, Cox.
 Heffelfinger, J. A., B. M. 2c.
 Hawkins, R. C., O. S.
 Hattel, J. H., O. S.
 Hausold, A. H., O. S.
 Hartsook, B. C., Seaman.
 Hill, F. H., O. S.
 Henderson, J. W., O. S.
 Hesale, M. D., O. S.
 Hoerling, Frederick, C. P.
 Hipple, Charles, C. P.
 Heilmann, H. B., Seaman.
 Hugo, Charles, C. P.
 Higgins, M. J., C. P. T.
 Hogencamp, T. C., Printer.
 Hoem, John, Oiler.
 Harford, C. R., El. 2c.
 Hayslip, Cophield, O. S.
 Hinds, W. C., O. S.
 Hayes, A. V., O. S.
 Haggen, John, O. S.
 Heirholzer, A. W., O. S.
 Heinemann, H. F., O. S.
 Hoffman, J. W., O. S.
 Henderson, Deal, O. S.
 Harding, J., O. S.
 Henley, S. H., O. S.
 Icenhower, J. S., C. M. M.
 Ingenbohs, Arnold, G. M. 2c.
 Icem, W. W., O. S.
 James, J. W., W. T.
 Job, D. M., M. M. 2c.
 Jones, E. L., B. M. 1c.
 Jones, W. H., F. 1c.
 Jones, R. B., M. Att. 3c.
 Judd, J. A., Ch. El.
 Jarka, John, S. C. 4c.
 Jones, W. L., O. S.
 Jarratt, G. H., Seaman.
 Johnson, Nathan, Seaman.
 Jowell, Charlie, O. S.
 Jennings, C. E., El. 3c.
 Jones, Charley, M. Att. 3c.
 Johnson, J. V., Bkr. 2c.
 Jaszez, Sylvester, C. P.
 Jankowasi, W. M., F. 2c.
 Johnson, Lawrence, O. S.
 Jones, C. R., O. S.
 Jaco, Rosco, O. S.
 Johnston, J. E., C. P.
 Johnson, Samuel, F. 1c.
 Jacobsen, John, S. M. M.
 Jackson, S. J., M. Att. 3c.
 Jackson, J. W., O. S.
 Johnson, Ralph, O. S.
 Jones, R. L., O. S.
 Jones, H. A., O. S.
 Keappock, Joseph, F. 1c.
 Kadel, C. E., W. T.
 Kirby, John, Csmth.
 Krauss, August, F. 1c.
 Kingsley, J. A., El. 2c.
 Kreple, P. J., El. 2c.
 Kilmer, O. P., B. M. 1c.
 Klubal, William, B. M. 2c.
 Kimball, E. H., Mus. 2c.
 Kidd, T. D., Seaman.
 Koons, W. R., F. 2c.
 Kratzner, C. R., F. 2c.
 Kallum, Enid, G. M. 1c.
 Kurth, N. M., C. P.
 Kluge, O. C., F. 2c.
 Koppetsch, J. P., O. S.
 Keller, Edward, C. P.
 Kidd, G. E., C. P.
 Kathary, Charles, Q. M. 1c.
 Kalber, H. L., O. S.
 Kamenski, Joseph, O. S.
 Kirkpatrick, E. L., O. S.
 Kitchen, J. D., O. S.
 King, W. L., O. S.
 Kalkema, D. M., O. S.
 Karlstedt, K. J., C. P.
 Kap, Lambert, C. P.
 Kocher, L. A., Q. M. 1c.
 Kreig, J. Jr., M. M. 1c.
 Kuhr, J. B., C. P.
 Kempe, Gustav, M. M. 2c.
 Kendall, W. L., O. S.
 Krossen, Gustav, O. S.
 Kunkel, Frederick, O. S.
 Love, R. E., F. 1c.
 Logghe, August, F. 2c.
 Lindsey, W. K., C. M. M.
 Lovett, G. J., C. M. M.
 Lynn, R. N., Seaman.
 Landon, G. G., Seaman.
 Lyon, Orville, O. S.
 Lewis, H. T., O. S.
 Leon, C. B., O. S.
 Lindsey, H. A., O. S.
 Landon, E. L., O. S.
 Lenson, R. H., O. S.
 Lambert, H. P., F. 2c.
 Landon, M. R., C. P.
 Lynch, F. J., O. S.
 Lueke, Frank, F. 2c.
 Leib, F. J., O. S.
 LuAllen, Delon, O. S.
 Leach, Frederick, C. P.
 Laughton, J. F., O. S.
 LaBelle, E. D. W., O. S.
 Lenters, L. L., O. S.
 Loibl, W. F., El. 1c.
 Loveland, H. O., O. S.
 Larkin, C. C., O. S.
 Liston, L. G., Seaman.
 Lotton, O. W., O. S.
 Lovci, Adolph, H. App. 1c.
 Lynch, A. T., O. S.
 Lawson, Tony, C. P.
 Ladish, H. H., F. 1c.
 Little, John, F. 1c.
 Leverett, T. H., C. P.
 Lindseay, M. D., C. P.
 Laurent, Marcel, Q. M. 3c.
 Lewis, Ruebin, G. M. 1c.
 Lockhart, J. C., M. Att. 2c.
 Low, C. E., M. Att. 3c.
 Larason, G. E., O. S.
 Leffler, Marshall, O. S.
 Lacek, Joseph, S. C. 4c.
 Morris, M. A., F. 1c.
 Murphy, W. J., F. 1c.
 Mears, William, Blksmith.
 Manley, W. A., F. 2c.
 Mills, John, Bmaker.
 Murphy, W. E., P. and F.
 Martin, T. S., Ch. Yeo.
 Maier, G. J., G. M. 3c.
 Maurice, J. M., Mus. 1c.
 Mehlan, J. F., Mus. 2c.
 Muehler, G., Cox.
 Millican, R. C., O. S.
 Miller, W. W., S. C. 3c.
 Mueller, H. C., S. C. 3c.
 Mielke, F. W. K., Cox.
 Mallory, E. W., El. 3c.
 Meder, W. G., Seaman.
 Meyer, F. W., Seaman.
 Mischke, J. H., O. S.
 Mullinx, B. L., O. S.
 Mackentee, M. J., G. M. 3c.
 Merithew, E. H., C. P.
 Mosser, Joseph, O. S.
 Meyers, W., Jr., M. Att. 3c.
 Morrow, B. J., Seaman.
 Monroe, W. H., F. 2c.
 Moreau, Fred, O. S.
 Mason, J. N., O. S.
 Mobley, P. D., O. S.
 Miller, M. A., O. S.
 Moore, F. N., O. S.
 Malone, J. R., O. S.
 Mills, G. W., C. P.
 Malone, M. J., O. S.
 Martin, Ralph, C. Q. M.
 Marquis, C. G., O. S.
 Moirheid, A. W., O. S.
 Manson, H. W., C. T. C.
 Morsell, William, M. Att. 2c.
 Millar, J. N., O. S.
 Millar, G. W., C. P.
 Miller, G. F., M. M. 2c.
 Mundale, A. O., Seaman.
 Mears, Thomas, Bmaker.
 Mushrush, E., C. P.
 Meade, R. O., C. P.
 Montes, Jose, W. R. Cook.
 Mackey, F. R., M. M. 2c.
 Morgan, J. G., Mus. 2c.
 Marshall, G. V., M. M. 2c.
 Miller, James, Cab. Cook.
 Mills, W. O., O. S.
 Morehouse, Llewellyn, O. S.
 Mangan, J. L., O. S.
 Morrow, J. O., O. S.
 Moorman, F. L., O. S.
 Miller, S. P., O. S.
 Morris, Frank, O. S.
 Mayer, Saville, M. M. 2c.
 Milstead, J. H., M. M. 2c.
 McCann, James, C. W. T.
 McGonagle, W. J., H. App. 1c.
 McNulty, F. J., Yeo. 1c.
 McNab, George, C. M. 2c.
 McCarran, W. J., El. 3c.
 McDonald, J. F., C. Q. M.
 McEadavy, J. J., O. S.
 McMurray, A. A., O. S.
 McDonnell, E. R., O. S.
 McDonald, C. H., O. S.
 McCollum, W. H., O. S.
 McCarthy, —, Seaman.
 McDougall, David, F. 2c.
 McCray, C. J., F. 2c.
 McShirey, J. L., O. S.
 McWreath, J. R., O. S.
 McLane, L. V., O. S.
 McDaniel, Robert, O. S.
 McAllister, Ed., O. S.
 McAuliffe, J. T., O. S.
 McTighe, M. V., O. S.
 McMorris, V. B., O. S.
 McNeil, D. J., Seaman.
 McDonald, A. L., O. S.
 McDaniel, W. K., O. S.
 McGinty, J. L., O. S.
 McClellan, W. J., O. S.
 Noon, J. M., W. T.
 Nelson, F. W., Jr., C. M. M.
 Nelson, J. A., F. 1c.
 Niedbalski, John, Mus. 1c.
 Nolley, T. H., Seaman.
 Novak, J. R., C. P.
 Nowak, John, C. P.
 Nagle, William, M. at A. 1c.
 Nichols, L. H., El. 3c.
 Noone, T. E., Q. M. 3c.
 Newman, Earl, O. S.
 Ohschlager, C., El. 2c.
 Ogilvie, T. A., G. M. 2c.
 O'Brien, W. J., F. 1c.
 O'Neil, Daniel, M. M. 2c.
 O'Dea, T. J., O. S.
 Oberlin, W. S., O. S.
 Oglesby, R. J., Seaman.
 Osborn, G. N., F. 2c.
 Overby, L. D., C. P.
 Ogden, C. H., O. S.
 Ott, W. A., Q. M. 2c.
 Osborn, E. P., C. P.
 Olsen, A. F., Seaman.
 Powell, H. E., F. 2c.
 Potter, H. G., W. T.
 Phleeger, S. K., F. 2c.

- Pullian, S. T., F. 2c.
 Parrack, W. H., Oiler.
 Phelan, Daniel, W. T.
 Purdy, M. C., Oiler.
 Phillips, W. P., Seaman.
 Petterson, G. M. E., Cox.
 Pollock, J. D., Seaman.
 Potts, R. A., Cox.
 Pannier, G. C., B. M. 1c.
 Phillips, W. S., Seaman.
 Purtell, Joseph, G. M. 3c.
 Pate, W. H., B. M., 1c.
 Prigmore, L. C., O. S.
 Pelzer, W. F., Bmaker.
 Pinken, H. J., Ch. Yeo.
 Poor, J. C., Seaman.
 Powell, J. H., O. S.
 Peterson, J. C., C. P.
 Piper, W. L., Mus. 2c.
 Paul, L. M., O. S.
 Poerner, George, O. S.
 Peterson, William, El. 2c.
 Parliment, G. E., O. S.
 Parker, L. E., O. S.
 Phillippo, G. M., B. M. 2c.
 Phillips, W. M., O. S.
 Puryear, F. M., O. S.
 Perry, J. E., O. S.
 Price, B. A., Seaman.
 Pomeroy, W. F., M. M. 2c.
 Parks, L. E., Yeo. 3c.
 Powell, George, Cab. Stw.
 Paasch, H. H., O. S.
 Potts, John, O. S.
 Powitsky, George, O. S.
 Quigley, T. W., Seaman.
 Quirk, J. E., C. B. M.
 Ryan, James, F. 1c.
 Roloff, J. H., Oiler.
 Rahde, J. H., F. 1c.
 Russell, D. J., F. 2c.
 Reis, A. O., Bkr. 2c.
 Reynolds, R. O., Seaman.
 Raymond, G. W., El. 1c.
 Rollins, W. I., B. M. 2c.
 Rithhaar, F. C., T. C. 1c.
 Rayfield, R. T., C. M. 3c.
 Risch, John, O. S.
 Riley, T. L., Seaman.
 Rogers, W. H., C. P.
 Robarge, A. G., F. 2c.
 Ruebel, C. J., F. 2c.
 Rocharek, Willie, O. S.
 Rafter, Raymond, O. S.
 Raynor, D. H., C. P.
 Roach, P. H., G. M. 1c.
 Raymore, Frank, C. P.
 Reisner, W. A., Seaman.
 Ross, G. F., C. P.
 Raschke, H. C., C. P.
 Rogers, W. J., O. S.
 Ramirez, John, O. S.
 Richardson, I. W., O. S.
 Rader, Abraham, O. S.
 Reed, T. F. J., C. P.
 Reynolds, W. D., M. at A. 2c.
 Ryan, A. L., O. S.
 Richards, J. A., O. S.
 Ruh, H. A., O. S.
 Rineas, F. W., C. P.
 Roche, Frank, C. P.
 Ragacki, F. J., M. M. 2c.
 Ricks, P. F., Seaman.
 Randolph, Preston, W. O.
 Cook.
 Rothwell, G. W., M. Att. 3c.
 Richards, August, Mus. 2c.
 Rice, F. E., O. S.
 Reisner, W. C., O. S.
 Rhoads, O. E., O. S.
 Rothenbaugh, J. H., O. S.
 Roberts, J. A., O. S.
 Ryan, G. W., S. C. 3c.
 Rapp, C. J., O. S.
 Shay, E. D., S. C. 4c.
 Smith, Charles, F. 2c.
 Sumner, J. E., C. P.
 Simpson, J. W., C. P.
 Steele, G. H., F. 2c.
 Small, J. N., Bkr. 2c.
 Sydnier, Herbert, M. Att. 3c.
 Springer, Norman, F. 1c.
 Selaski, Tom, O. S.
 Stengler, Randolph, O. S.
 Spicer, B. H., O. S.
 Shoup, A. W., C. P.
 Steers, A. A., C. P.
 Snyder, E. R., C. P.
 Shirey, J. R., O. S.
 Shoemaker, G. W., O. S.
 Stevenson, F. L., Seaman.
 Spillers, J. D., O. S.
 Sanders, John, Seaman.
 Sevier, H. A., O. S.
 Streaten, J. A., Seaman.
 Sullivan, John, F. 2c.
 Spann, J. A., C. M. M.
 Spellman, J. S., Seaman.
 Schauble, L. F., M. M. 2c.
 Schott, W. D., G. M. 3c.
 Shanks, H., Jr., O. S.
 Spangler, C. A., O. S.
 Spade, J. E., O. S.
 Silk, J. J., C. P.
 Swan, W. S., C. P.
 Selby, Harry, Seaman.
 Strange, B. D., M. at A. 3c.
 Smith, W. J., Cook to C. in C.
 Schuman, H. R., O. S.
 Simpson, Willie, O. S.
 Swanson, Robert, O. S.
 Standridge, C. W., O. S.
 Smith, R. L., O. S.
 Scott, S. E., O. S.
 Spark, H. J., O. S.
 Sharp, W. M., O. S.
 Sterling, C. A., O. S.
 Smith, O. G., O. S.
 Schlosser, J. L., O. S.
 Sapp, Everette, O. S.
 Steelman, B. H., C. P.
 Schirmer, G. H., Bmaker.
 Smith, W. E., F. 1c.
 Slade, Z. L., C. P.
 Steedley, J. P., W. T.
 Schier, Henry, F. 2c.
 Swan, William, M. Att. 3c.
 Spitzig, C. J., O. S.
 Soots, Al, O. S.
 Sharples, J. L., O. S.
 Shoup, Edward, O. S.
 Seidel, H. C., O. S.
 Smith, Roy, O. S.
 Smith, O. C., O. S.
 Schewe, Peter, W. T.
 Stransky, Joseph, Oiler.
 Sloane, James, W. T.
 Stein, E. A., Cox.
 Sims, G. D., F. 1c.
 Sawyer, C. S., F. 1c.
 Sheehan, John, W. T.
 Szymanski, Peter, F. 1c.
 Spencer, Benson, Oiler.
 Spillman, F., G. M. 3c.
 Stateman, J., M. Att. 3c.
 Smith, R. R., Yeo. 2c.
 Shaney, Alonzo, Ch. Yeo.
 Shank, E. W., Cox.
 Scandone, A., B. Master.
 Schirmacher, A. W., El. 3c.
 Smith, J. G., Seaman.
 Schneider, C. C., O. S.
 Schneider, A. W. C., Seaman.
 Smith, W. C., O. S.
 Shappel, Walter, O. S.
 Steinhoff, J. W., O. S.
 Smothers, L. A., Seaman.
 Suratt, E. C., O. S.
 Stanley, J. B., O. S.
 Srofe, S. A., O. S.
 Schreffler, L. S., Seaman.
 Schroeder, H., No. 1, O. S.
 Schroeder, H., No. 2, O. S.
 Sporrer, P. M., Seaman.
 Simmons, Frank, S. C. 3c.
 Trachsel, C., F. 2c.
 Todd, Richard, M. at A. 2c.
 Thompson, C. C., O. S.
 Thompson, T. B., Seaman.
 Taylor, L. O., O. S.
 Toman, J. J., O. S.
 Taylor, H. E., F. 1c.
 Terrill, G. H., O. S.
 Tubb, B. W., O. S.
 Thompson, W. F., F. 2c.
 Thomson, Charles, F. 2c.
 Thompson, R. F., O. S.
 Tolley, W. F., C. C. S.
 Tracy, M. F., Yeo. 2c.
 Thomas, W. J., M. Att. 3c.
 Temple, A. F., O. S.
 Thompson, L. W., O. S.
 Tange, Walter, O. S.
 Turley, Lafayette, O. S.
 Tropas, John, S. C. 1c.
 Taylor, C. B., O. S.
 Urben, H. P., G. M. 3c.
 Vowls, Ernest, W. O. Cook.
 Voorhees, E. I., F. 2c.
 Vicks, C. S., C. P.
 Van DerLan, John, O. S.
 Viera, G. W., Ck. to C. in C.
 Veit, M. E., Seaman.
 Vandeventer, W. O., O. S.
 Williams, J. H., C. P.
 Welty, L. A., T. C. 1c.
 White, B. H., Ch. Yeo.
 Wuennemann, B. J., C. M. 2c.
 White, F. J., Seaman.
 Wicks, Alexander, Seaman.
 Walker, J. J., Seaman.
 West, F. W., O. S.
 Wortham, R. L., Seaman.
 Walker, E. F., O. S.
 Wheeler, D. S., O. S.
 Wells, James, O. S.
 Ward, S. B., Seaman.
 Ward, W. B., O. S.
 Weaver, H. D., F. 2c.
 Wagoner, F. R., F. 2c.
 Weldt, E. F., F. 2c.
 Warden, J. D., C. P.
 Woerdehoff, Joseph, O. S.
 Weaver, G. M., C. P.
 Weldridge, H. G., C. P.
 Wardrep, R., O. S.
 Wheaton, E. F., O. S.
 Williams, L. F., O. S.
 Wakefield, Jefferson, O. S.
 Wetmore, W. A., O. S.
 Watson, J. A. C., O. S.
 Wampole, E. A., O. S.
 Weaver, William, O. S.
 Wiley, L. A., O. S.
 Whitmarsh, F. T., O. S.
 Wheeler, C. G., O. S.
 Withrow, J. E., O. S.
 Welch, J. L., O. S.
 Weber, J. W., Bugler.
 Wray, Edward, O. S.
 Warneck, H. M., O. S.
 Weston, W. H., Oiler.
 Waldman, Frank, M. M. 1c.
 Wenk, Edward, C. G. M.
 Williams, George, M. M. 2c.
 Wilson, C. G., Bkr. 2c.
 Weyerhauser, Otto, S. C. 1c.
 Wallace, C. C., O. S.
 Wiggins, S. D., O. S.
 Weller, H. E., O. S.
 White, L. R., O. S.
 Wilson, W. G., O. S.

Woodland, A. F., W. O. Stw.
 Young, C. F., F. 2c.
 Young, John, O. S.
 York, P. J., O. S.
 Yeager, Casper, Seaman.
 Yates, R. M., O. S.
 Zaska, F. W., O. S.

Marine Guard.

McCaffery, J., Gy. Sergt.
 Kearns, J., Sergt.
 McGraw, J. K., Sergt.
 Merrill, H. N., Sergt.
 Canavan, M., Corpl.
 Durrant, C. R., Corpl.
 Ford, M., Corpl.
 Jerew, W. E., Corpl.
 Lassel, A. R., Corpl.
 McComb, T. A., Corpl.
 Nally, R. J., Corpl.
 Kraemer, L. B., Drummer.
 Durham, A. O., Trumpeter.
 Anderson, G. R., Private.
 Bird, G. A., Private.
 Block, L. A., Private.
 Brown, B. F., Private.
 Brown, J., Private.
 Balogh, F., Private.
 Barton, B., Private.
 Bates, S., Private.
 Burnett, J. T., Private.
 Boyle, H. E., Private.
 Butler, O. W., Private.
 Ballinger, C., Private.
 Bailey, R. P., Private.

Brymer, J. T., Private.
 Collins, H. J., Private.
 Crain, P. H., Private.
 Crowley, J. J., Private.
 Carter, J. W., Private.
 Culuch, M., Private.
 Clark, R. E., Private.
 Coxsey, C. R., Private.
 Doty, F. A., Private.
 DuBois, W. T., Private.
 Day, E. J., Private.
 Deakins, H. F., Private.
 Esterly, W. D., Private.
 Fish, W. H., Private.
 Feldstein, M., Private.
 Frosdick, G., Private.
 Garbeth, W. O., Private.
 Gillin, W. H., Private.
 Gray, R., Private.
 Head, B. F., Private.
 Hart, C. L., Private.
 Higgins, W., Private.
 Higgins, H. K., Private.
 Herbig, O. P., Private.
 Hunton, T. J., Private.
 Higginbotham, W. G., Priv.
 Hill, H. F., Private.
 Hughes, L. A., Private.
 Ingwerson, A., Private.
 Jones, W., Private.
 Krupar, J., Private.
 Ligon, G. G., Private.
 Ligon, D., Private.
 Lodge, T. R., Private.
 Logan, F. E., Private.

Lowe, W. W., Private.
 Leroy, J., Private.
 Lambert, C. H., Private.
 Mandriski, W., Private.
 Maddox, W. H., Private.
 Miller, F., Private.
 Moran, E. S., Private.
 Martin, L. C., Private.
 Newer, E., Private.
 Nighswonger, E. D., Private.
 Newman, J. H., Private.
 Novakoski, F. S., Private.
 Nowak, F. K., Private.
 Plambock, G. A., Private.
 Rhinehart, J. E., Private.
 Reed, C. P., Private.
 Riha, J., Private.
 Raschke, O. A., Private.
 Switzer, A. O. L., Private.
 Swanson, A., Private.
 Simendinger, W. F., Private.
 Stickle, G. A., Private.
 Schneider, J. W., Private.
 Smith, G. S., Private.
 Smith, G. C., Private.
 Simonson, T. H., Private.
 Southwick, F. M., Private.
 Tatro, E. P., Private.
 Trier, L., Private.
 Traacy, F., Private.
 Vatchett, F. J., Private.
 Wilmore, F. E., Private.
 Wolfegel, C., Private.
 Workman, F., Private.



THE UNITED STATES BATTLESHIP OHIO.
Captain C. W. Bartlett, commanding.

UNITED STATES BATTLESHIP OHIO.

Builders, Union Iron Works.
Launched May, 1901.
Completed September, 1904.

Normal displacement, 12,500 tons. Full load displacement, 13,500 tons. Length at water-line, 388 feet. Beam, 72 $\frac{1}{4}$ feet. Mean draught, 24 feet.

Guns:

4 12-inch.
16 6-inch, 50 Cal.
6 14-pounders.
8 3-pounders.
6 1-pounders, Automatic.
2 1-pounders, R. F.
2 Colts.
4 Machine.
2 Submerged Torpedo Tubes,
18-inch.

Armor:

11" Belt (amidships).
4" Belt (bow).
10" Bulkhead (aft).
2 $\frac{1}{2}$ " Deck (on slopes).
4" Deck (aft).
12" Turrets.
12"-8" Turret Bases.
6" Lower Deck (side).
6" Casements (forward).
10" Conning Tower.

Machinery: Two sets vertical inverted triple expansion, 3-cylinder, 2 screws. Boilers: 24 Thornycroft. Designed H. P. 16,000, qual 18 knots. Coal: Normal, 1,000 tons; maximum, 2,000 tons.

Captain C. W. Bartlett.
Lieut.-Comdr. W. A. Edgar.
Lieut.-Comdr. J. F. Hubbard.
Lieut.-Comdr. W. K. Gise.
Lieutenant F. L. Sheffield.
Lieutenant C. W. Cole.
Lieutenant C. T. Wade.
Lieutenant F. W. Sterling.
Ensign C. K. Jones.
Ensign R. P. McCullough.
Ensign H. Brown.
Midshipman R. S. McDonald.
Midshipman A. C. Read.
Midshipman J. A. Monroc.
Midshipman C. W. Crosse.
Midshipman C. S. Keller.
Midshipman R. B. Walker.

Midshipman C. E. Hovey.
Midshipman G. Joerns.
Surgeon W. H. Garton.
P. A. Surgeon G. M. Myers.
P. A. Paymaster J. A. B. Smith.
Captain H. C. Davis, U. S. M. C.
First Lieut. A. B. Owens, U. S. M. C.
Chief Boatswain A. F. Benson.
Chief Gunner A. S. Mackenzie.
Chief Gunner B. E. Staples.
Carpenter R. Neville.
Warrant Machinist C. Hammond.
Warrant Machinist J. P. Richter.
Warrant Machinist B. Christenson.
Pay Clerk T. M. Schnotala.
Acting Boatswain M. C. Dall.

Anderson, C., Oiler.
Anson, A., O. S.
Andre, A. H., O. S.
Allen, A. D., F. 2c.
Anstey, A. C., Csmth.
Adams, H. E., M. M. 1c.
Anderson, W. W., C. P.
Anderton, J., Bmaker.
Abel, T. H., O. S.
Arnold, G. W., O. S.
Allerison, F. C., F. 2c.
Anderson, J. B., O. S.
Anderson, C. W., C. P.
Arcouet, B. E., S. C. 3c.
Attenbrunn, H. J., F. 2c.
Bowe, J., C. G. M.
Braymiller, H. C., W. Tndr.
Beyers, C. A., O. S.
Brown, J., Mus. 1c.
Brosch, A. H., O. S.
Burggrabe, W. H., O. S.
Burns, J., Oiler.
Boyle, C. A., O. S.
Bernheimer, H., O. S.
Busch, C. L., O. S.
Brown, C. C., O. S.
Bcnagh, W. S., O. S.
Barry, J., Cox.
Battrell, J., F. 2c.
Battrell, J. M., O. S.
Borjes, Erich, B. Master.
Burgess, W. H., G. M. 2c.
Bulena, J., O. S.
Benjamin, W., O. S.
Braden, C. J., El. 3c.
Baker, C., F. 1c.
Brook, H. C., O. S.
Brinson, H. A., C. P.
Beitscha, W., O. S.
Bean, J. L., C. P.
Bidwell, L. L., O. S.
Baum, W. A., O. S.
Burke, T. M., O. S.

Bergstrom, A. R., O. S.
Breckenridge, J. W., O. S.
Bailey, O., O. S.
Ranks, G. W., M. Att. 3c.
Banks, J. J., C. P.
Battey, Leroy, M. Att. 3c.
Brodie, G. L., C. P.
Baugh, A. H., C. P.
Brown, G. V., C. P.
Berg, G. R., C. P.
Bennett, G. L., C. P.
Brown, W. H., C. P.
Brauer, G. R., Bkr. 2c.
Black, E. W., O. S.
Beck, G. V., Seaman.
Beck, V. E., O. S.
Bianucci, H., O. S.
Browning, G. N., O. S.
Brown, J. R., M. Att. 3c.
Brainerd, H. D., O. S.
Burt, B. H., O. S.
Byrnes, J. F., Seaman.
Berkstresser, H. C., O. S.
Beesmer, M., F. 1c.
Black, R., Blksmith.
Bradley, J. R., O. S.
Burnap, J. B., Seaman.
Busek, H., Swright.
Booth, G. W., M. M. 1c.
Carlson, G. O., Yeo. 2c.
Connor, C. H., H. A. 1c.
Cooke, G. N., O. S.
Caffrey, E., F. 1c.
Chase, B., O. S.
Czapski, P., O. S.
Chambers, F. J., El. 3c.
Chase, G. H., F. 2c.
Carlberg, L. J., S. C. 4c.
Christiansen, E. A., O. S.
Crews, L. R., O. S.
Crane, E., O. S.
Champion, H. P., M. M. 2c.
Curtis, J. H., C. P.
Clark, L., C. P.

Collins, T., O. S.
Crawford, G. V., C. P.
Canning, O. S., C. M. M.
Carroll, C. H., W. Tndr.
Carroll, N. A., F. 2c.
Cross, L. B., F. 1c.
Connolly, P. J., Seaman.
Columbus, R. D., Seaman.
Camp, F. P., O. S.
Carlson, J. E., C. M. 2c.
Crouch, R. A., O. S.
Collins, P. A., P. and F.
Cleary, J., Oiler.
Carr, J., F. 2c.
Cooke, F. R., C. P.
Campbell, T. E., F. 1c.
Cox, L., C. P.
Cranston, J. E., O. S.
Crouse, H. L., O. S.
Conradi, P. J., O. S.
Camerio, F. G., F. 2c.
Conway, D. C., C. P.
Chamberlin, A. E. H., C. P.
Campbell, J. A., C. P.
Carr, J. E., C. P.
Chenney, W. O., C. P.
Carter, R. H., M. Att. 3c.
Calmer, J. C., C. P.
Campbell, J. P., Cox.
Crowell, J. E., C. P.
Campbell, C. M., O. S.
Coen, F., Seaman.
Collins, C. V. D., C. P.
Cullen, J. W., C. P.
Couch, R. H., O. S.
Cotton, C. L., C. P.
Corbo, H. B., F. 2c.
Creegan, J. A., Seaman.
Doran, M., Seaman.
Diechman, P., Seaman.
Dannanfelser, F. R., O. S.
Daley, J., O. S.
Duncan, R. B., H. Stw.
Duncan, J. G., Ch. Yeo.

- Dickinson, H. W., O. S.
 Dafgard, G. C., Ch. Q. M.
 Demarest, G. W., Ch. B. M.
 Duffy, R., Oiler.
 Devaney, T. H., M. M. 1c.
 Duke, P. E., O. S.
 Diamond, L. M., C. P.
 Downings, H. M., C. P.
 DeVito, J., El. 2c.
 Drumm, P., F. 1c.
 Domes, E. J., G. M. 3c.
 Drew, F. W., C. P.
 Diem, J. A., Oiler.
 Davis, J. A., O. S.
 Davis, J. L., M. at A. 3c.
 Delever, W., M. Att. 2c.
 Dunlap, H. P., S. C. 4c.
 Deleary, A., Seaman.
 Daugherty, W. C., O. S.
 Dennison, W. E., C. P.
 Dade, L. A., M. Att. 3c.
 Dominiak, J. A., C. P.
 DeLong, J., F. 2c.
 Donaldson, E. V., O. S.
 Devlin, E. A., O. S.
 Devlin, F., O. S.
 Denny, W. H., O. S.
 Derbert, F., O. S.
 Diehl, W. R., O. S.
 Davis, R. E., C. P.
 Dyer, J. A., Seaman.
 Drain, R., G. M. 3c.
 Darcy, W. J., C. P.
 Doughtry, J., W. O. Stw.
 Dunn, J. J., C. P.
 Deming, J. S., O. S.
 Doody, J., Cox.
 Deikman, H. L., O. S.
 Darcy, W. J., C. P.
 Evans, C. O., Q. M. 2c.
 Eldridge, G. C., Seaman.
 Erskine, G. D., O. S.
 Eckles, R. C., O. S.
 Eales, O. B., O. S.
 Evans, J., O. S.
 Evans, M., M. Att. 3c.
 Eynon, J., F. 2c.
 Emery, A. J., O. S.
 Egger, A. J., El. 3c.
 Epps, J. R., F. 2c.
 Engquist, W. A., O. S.
 Elliott, T., B. M. 2c.
 Engle, O. W., S. C. 4c.
 Florence, W. J., Seaman.
 Finch, J. O., B. M. 2c.
 Finn, J., Oiler.
 Flaherty, R. D., Seaman.
 Fong, Yee., Str. Stw.
 Flaig, F. J., M. M. 2c.
 Flick, A. D. M., O. S.
 Flick, L. M., O. S.
 Foutch, O. D., Yeo. 3c.
 Flaherty, J. G., O. S.
 Fitzgerald, M. J., O. S.
 Fischer, M. J., O. S.
 Frederick, A. R., Cox.
 Francis, E., S. F. 1c.
 Foley, P. J., G. M. 1c.
 Fagan, W. E., M. at A. 3c.
 Foucault, W. R., O. S.
 Flynn, J., F. 1c.
 Flynn, M. P., O. S.
 Flytem, C. F., M. M. 2c.
 Firmin, A. E., O. S.
 Ferguson, J., S. F. 1c.
 Fout, J., S. C. 4c.
 Fuller, G. L., B. M. 2c.
 Fitzgerald, M., F. 1c.
 Freitas, F. V., Mus. 2c.
 Fairbrother, J. W., C. M. 3c.
 Francis, M. H., C. P.
 Foley, M., F. 1c.
 Flore, O. D., C. P.
 Foy, W. E., O. S.
 Frame, E. M., M. M. 2c.
 Frowman, W., C. P.
 German, J., F. 2c.
 Groholski, J. F., O. S.
 Green, G., C. P.
 Gilmore, B. C., F. 2c.
 Grey, J. F., C. P.
 Gray, R., C. P.
 Glenn, H. C., O. S.
 Gifford, A., F. 1c.
 Graham, W. C., M. Att. 1c.
 Gorham, M. H., F. 2c.
 Garritty, J. E., Seaman.
 Gill, T. M., M. M. 2c.
 Grella, R. A., Mus. 1c.
 Groves, E. W., Bugler.
 Gunzel, W., Mus. 2c.
 Grauel, R. B., Mus. 2c.
 Guyn, E. J., W. Tndr.
 Groom, E. P., O. S. ..
 Grevely, T., F. 1c.
 Glaser, E. C., O. S.
 Graham, F. L., O. S.
 Gentry, W. C., C. P.
 Gauschman, A. B., O. S.
 Gloden, W., F. 1c.
 Gleason, A. H., O. S.
 Guess, M. B., F. 2c.
 Grover, F. J., O. S.
 Gallagher, E. F., O. S.
 Glendinning, J. R., O. S.
 Gibbons, P. J., Seaman.
 Grigolet, H. F., Seaman.
 Gintzler, L. A., Yeo. 2c.
 Gallagher, J., C. M. M.
 Gadd, C. P., O. S.
 Hansch, H., Seaman.
 Hodes, H. S., P. and F.
 Henderson, H. H., El. 2c.
 Higginbotham, C. C., Seaman.
 Hook, G., Seaman.
 Hansen, J. P., Ch. W. Tndr.
 Hamana, Mango, Cab. Cook.
 Helm, W. M., O. S.
 Heuitt, A. A., O. S.
 Hepler, C., G. M. 3c.
 Hayes, E. M., O. S.
 Hogue, A. J., O. S.
 Hunter, T. C., C. P.
 Heft, F., O. S.
 Herman, J. R., O. S.
 Hardebeck, O. C., El. 2c.
 Huber, C., O. S.
 Heath, F. M., O. S.
 Hartten, F., O. S.
 Heuser, F. J., F. 1c.
 Hill, C. A., O. S.
 Harrison, R., O. S.
 Hall, W., C. P.
 Herbine, S. J., F. 2c.
 Hill, C. C., Ch. W. Tndr.
 Holberd, G. D., F. 2c.
 Holt, H. L., Yeo. 3c.
 Henderson, R., F. 1c.
 Hammond, A., C. P.
 Howell, G. T., Seaman.
 Hamilton, D. H., C. P.
 Hochman, J. V., Seaman.
 Hurley, B., Oiler.
 Henderson, L. H., C. P.
 Hutchcraft, C. R., C. P.
 Higginbotham, B., C. P.
 Hugh, O., C. P.
 Hudson, L. A., C. P.
 Hutton, H., Seaman.
 Hopper, O. O., Seaman.
 Hagmaier, L. J., Swright.
 Huggard, W. C., W. Tndr.
 Houlehan, G., O. S.
 Hunter, C. W., O. S.
 Hyde, G. E., O. S.
 Hill, W. D., O. S.
 Harrington, E. W., O. S.
 Iamilton, A. H., O. S.
 Harrison, J. A., C. P.
 Holleman, G., M. Att. 3c.
 Hogue, W. R., C. P.
 Hankins, A. L., Mus. 1c.
 Hughes, J. F., O. S.
 Hyde, A., O. S.
 Heiss, C., C. P.
 Irwin, O. L., O. S.
 Jenkins, R. P., Yeo. 1c.
 Johnson, J. M., C. P.
 Johnston, G. Z., G. M. 3c.
 Johnson, A. M., Bkr. 2c.
 Johnson, W. T., O. S.
 James, R. H., O. S.
 Jefferson, V. E., El. 2c.
 Jenneman, H. W., G. M. 3c.
 Jones, I. O., O. S.
 Jones, J. P., F. 1c.
 Jackson, W., M. Att. 2c.
 Junken, J. E., O. S.
 Jordan, G. G., C. P.
 Johnson, E., O. S.
 Johnson, W., Seaman.
 Jonas, L., C. P.
 Kalt, C. T., B. M. 1c.
 Kero, C. L., Cox.
 Keifer, C., O. S.
 Kimberly, H., O. S.
 Kehoe, W. J., C. P.
 King, M. F., S. C. 1c.
 Kopp, I. F., Bugler.
 Kessler, A. W., M. M. 2c.
 Knapp, M. H., Seaman.
 Kinne, F., Q. M. 1c.
 Kindred, J. J., Seaman.
 Kettels, A. V., Ch. M. M.
 Knabb, J. A., Seaman.
 Kelleher, M. F., G. M. 3c.
 Kirwin, P., Ch. W. Tndr.
 Kidd, F. C., O. S.
 Kent, E. T., S. C. 3c.
 Kivelehen, M., Ch. B. M.
 Kirk, F., C. P.
 Krueger, C. J., M. at A. 3c.
 Kennedy, S. J., M. Att. 2c.
 Krum, R. H., P. and F.
 Konkol, J. F., C. P.
 Kocks, J. K., C. P.
 Knight, R. E., C. P.
 Keith, J. S., C. P.
 Keim, T. W., Seaman.
 Keck, C. J., F. 2c.
 Kennedy, A., C. P.
 Kelley, F., O. S.
 Krukemeier, R. F., O. S.
 Kugler, R. G., O. S.
 Krauss, P. E., O. S.
 Krohn, H., Seaman.
 Krall, J., F. 2c.
 Leith, H. E., M. Att. 3c.
 Lamorey, E. J., O. S.
 Lysat, F. L., Seaman.
 Lakin, H., O. S.
 Law, B. W., O. S.
 Leith, N., O. S.
 Lindberg, B. H., Seaman.
 Linton, S. B., O. S.
 Linsley, L. N., Ch. M. M.
 Laurrell, J., G. M. 1c.
 Lehman, B., F. 1c.
 Lundman, F. B., Cox.
 Leaf, J. W., O. S.
 Lanahan, M., Seaman.
 Loomis, R. E., F. 2c.
 Liebner, C. A., O. S.
 Longworth, J. F., C. P.
 Leavitt, T. M., C. P.
 Lawson, E. M., C. P.
 Ley, W. J., O. S.
 Lindsey, H., O. S.
 Lyndeh, J. O. S.
 Lybrooks, F., O. S.
 Laznovski, E. F., O. S.
 Laporte, F. E., O. S.

- Lessels, J. R., Bugler.
 Lutz, A., O. S.
 Lutherturpin, E., M. Att. 3c.
 Meneratti, H. J., Ch. El.
 Morrisey, J., Seaman.
 Munson, A., Seaman.
 Miller, F., Seaman.
 Mingle, J. A., El. 3c.
 Murphy, G. J., O. S.
 Myers, R., F. 1c.
 Mattis, P., F. 2c.
 May, J. L., M. at A. 3c.
 Maurer, G., M. at A. 2c.
 Moon, R., F. 1c.
 Miller, O. T., M. M. 2c.
 Mitchell, W., M. M. 2c.
 Malone, C. A., El. 2c.
 Malone, J. W., Cox.
 Mosher, C. L., O. S.
 Mosher, W. B., F. 2c.
 Minard, N. H., F. 1c.
 Madden, W. M., C. P.
 March, C. V., C. P.
 Malmo, W. E., O. S.
 Milroy, H. E., O. S.
 Mahoney, M., G. G. M.
 Mahoney, J., Oiler.
 Manfrin, J. A., M. M. 2c.
 Marshall, E. P. W., Q. M. 3c.
 Moran, J. F., O. S.
 Maguire, J. M., O. S.
 Madison, F., O. S.
 Meyers, H., Seaman.
 Meyers, H., Seaman.
 Murphy, D., F. 2c.
 Morris, J. F., O. S.
 Marrow, S. O., M. Att. 3c.
 Mousseau, R. A., Pir. 3c.
 Morgan, G. W., C. P.
 Moloney, J. E., F. 2c.
 May, A., C. P.
 Miller, W. J., C. P.
 Mitchell, J. B., Seaman.
 Merrickle, H. J., O. S.
 Murray, R., S. C. 3c.
 Miskell, L. T., S. C. 4c.
 Martin, E. D., Seaman.
 Maslin, W., M. M. 2c.
 Moody, R. G., Ch. M. M.
 McCarter, P. C., C. P.
 McGuire, D., Ch. W. Tndr.
 McKenna, J. L., Ch. T. C.
 McNabb, P. H., O. S.
 McCandless, H. C., Seaman.
 McLaughlin, J., F. 1c.
 McLellan, F. L., Cox.
 McQueeney, J. T., O. S.
 McCarthy, J. F., O. S.
 McAllister, E. W., F. 2c.
 McGuire, M., O. S.
 McBride, J. J., O. S.
 McCormick, D. T., O. S.
 McKenna, F., Oiler.
 McBean, A. A., O. S.
 McGuire, B. V., Oiler.
 McGeary, J. J., O. S.
 McIntyre, A., O. S.
 McGinnis, R. F., C. P.
 McNeely, G. A., O. S.
 McAtee, G. E., O. S.
 McKinnon, J. W., O. S.
 Nelligan, J., Yeo. 3c.
 Newman, L. A., C. P.
 Nicholson, A., F. 1c.
 Neely, M. D., B. M. 2c.
 Nester, J. E., Cox.
 Noyes, W. H., G. M. 3c.
 Nelson, M. M., Cox.
 Nesbitt, H., M. Att. 2c.
 Neal, L. A. Z., M. Att. 2c.
 Oliver, J. T., O. S.
 Oster, L., Seaman.
 Owens, E. S., O. S.
 O'Neill, A., Cox.
 O'Brien, M. J., O. S.
 O'Grady, H., Seaman.
 O'Neill, J. T., B. M. 2c.
 O'Neill, W. F., C. P.
 O'Brien, J., F. 2c.
 O'Connor, J. F., Seaman.
 O'Sullivan, B. F., C. M. 3c.
 O'Rourke, M., C. P.
 O'Connell, I., C. P.
 Pohel, J. A., El. 3c.
 Power, T. M., Ch. C. M.
 Patterson, F. C., F. 2c.
 Patterson, G. A., F. 2c.
 Peterson, L. O., El. 2c.
 Peterson, A. O., M. M. 2c.
 Pfister, W. E. V., Seaman.
 Perry, G., Cox.
 Pitts, W. F., Seaman.
 Pemberton, W. L., El. 3c.
 Parks, W. B., El. 2c.
 Plancon, G., M. at A. 3c.
 Preston, J., B. M. 1c.
 Powers, W. J., O. S.
 Parrish, J. W. E., C. P.
 Pettit, R. A., O. S.
 Pearl, D., O. S.
 Pohel, H. L. H., O. S.
 Preston, R. T., Q. M. 3c.
 Payne, U., Bmaker.
 Quinn, T. J., S. C. 2c.
 Quandt, H. F., O. S.
 Quandt, A. M., O. S.
 Quinlan, L. F., Mus. 1c.
 Rayhardt, J. R., M. M. 1c.
 Reinhard, P. W., Seaman.
 Ramsey, W., Ch. T. C.
 Robinson, E., M. Att. 2c.
 Reehlman, A., O. S.
 Roadhouse, H. S., Ch. W. Tndr.
 Rhodenbaugh, F., O. S.
 Ritter, E. H., O. S.
 Rohrig, A., O. S.
 Reinhacker, W. H., Ch. Yeo.
 Riley, J. W., F. 2c.
 Riley, E. C., Ch. Yeo.
 Rothermal, C. M., M. M. 2c.
 Russell, E. F., Seaman.
 Reith, G. L., Cox.
 Reed, J. A., F. 2c.
 Roberts, O. S., O. S.
 Ransom, H. G., O. S.
 Rose, D. D., F. 2c.
 Rettenmeyer, C. J., F. 1c.
 Roundy, D. B., C. M. 2c.
 Rice, L. T., O. S.
 Russ, R. J., O. S.
 Rogers, A., Cox.
 Rogers, R., O. S.
 Rogers, C. A., El. 1c.
 Ryan, H., F. 2c.
 Ryan, W. E., F. 2c.
 Roche, W. H., F. 2c.
 Riley, E. F., 1st Mus.
 Ray, G. M., Blksmith.
 Redmond, T. S., C. P.
 Rimbey, N. U., O. S.
 Rogers, Allen, Seaman.
 Rogers, T. H., F. 1c.
 Ryan, D. E., C. P.
 Richter, H. J., Bkr. 2c.
 Rawley, A., Seaman.
 Rogers, D. W., O. S.
 Ryan, E. T., C. P.
 Ryan, E. J., O. S.
 Rohbach, F., Ch. Q. M.
 Sullivan, W. A., F. 2c.
 Sullivan, D. J., B. M. 1c.
 Smith, W., F. 2c.
 Smith, F., C. P.
 Smith, J. W., F. 2c.
 Smith, J., F. 2c.
 Swenson, C. R., O. S.
 Schlegel, W. F., Ch. G. M.
 Sherwood, W. G., Seaman.
 Smallwood, G., O. S.
 Speers, I. G., F. 2c.
 Schultz, W. E., F. 2c.
 Schoultz, R. C., S. M. M.
 Schultz, F. L., C. P.
 Schreiber, B., Ch. M. at A.
 Seigler, A. J., O. S.
 Stipek, E., O. S.
 Schoery, A. O., G. M. 1c.
 Schwerin, W. G. A., Ch. B. M.
 Skalak, R., O. S.
 Simms, H., F. 2c.
 Sheron, J. J., F. 1c.
 Siegman, P., Mus. 1c.
 Schiner, A., F. 2c.
 Saunders, C. B., Ch. M. M.
 Scott, R. A., F. 2c.
 Scott, J. D., El. 3c.
 Scott, U., O. S.
 Shelly, H. G., F. 2c.
 Sharrer, F. M., O. S.
 Sutton, P. J., F. 2c.
 Simpson, J. F., C. P.
 Squire, J. F., O. S.
 Stark, M., O. S.
 Swanner, E. S., El. 3c.
 Snell, W. C., F. 1c.
 Swanson, J., G. M. 3c.
 Shepard, J. E., Pter. 1c.
 Solles, F., W. Tndr.
 Shiraiishi, —, Cab. Stw.
 Slineym, W., Seaman.
 Stenner, W., B. M. 1c.
 Saunders, M. W., Mus. 2c.
 Sanders, T. J., El. 3c.
 Sanders, R. B., F. 2c.
 Saunders, N. L., H. A. 1c.
 Schurch, E. H., El. 1c.
 Short, A. E., O. S.
 Sackett, B., Seaman.
 Stevens, L., O. S.
 Smith, C. O., O. S.
 Smith, C., O. S.
 Swords, T., O. S.
 Strong, S., O. S.
 Snider, N. L., O. S.
 Siefert, E. H., O. S.
 Siebenhausen, C., O. S.
 Stephens, J. A., O. S.
 Schnapp, J., O. S.
 Staub, E. E., O. S.
 Skelton, F. J., O. S.
 Scott, R. A., F. 2c.
 Spurlock, J. M., O. S.
 Sweeney, T. P., B. M. 1c.
 Selinski, F. L., Mus. 2c.
 Scheld, C. H., C. P.
 Strejc, R., C. P.
 Schwenk, E. B., C. P.
 Shields, W. S., C. P.
 Simmons, D. S., C. P.
 Shaw, C. H., Bmaker.
 Taylor, J. C., Mus. 2c.
 Tessin, W., O. S.
 Toennies, C. F., C. P.
 Turner, H. A., G. M. 3c.
 Tracy, T., Ch. W. Tndr.
 Tenwoorde, E. H., O. S.
 Tallman, A., S. C. 4c.
 Tyler, G. W., F. 2c.
 Takahama, R., W. R. Cook.
 Tucker, H., G. M. 3c.
 Travers, J. B., Cox.
 Tortorella, F., Mus. 1c.
 Titzel, J. A., Cab. Stw.
 Tilbrook, F. H., H. A. 1c.
 Thames, T. T., F. 1c.
 Terry, W. J., O. S.
 Thompson, C., M. Att. 2c.
 Thompson, L. M., O. S.
 Thompson, J. M., O. S.
 Taylor, C. C., M. Att. 3c.
 Turner, L. E., Seaman.
 Temple, R., W. Tndr.

Tucker, A., M. Att. 3c.
 Trenton, E. T., O. S.
 Thompson, L. E., Seaman.
 Usey, J. E., C. P.
 Upchurch, J. E., O. S.
 VanGilluwe, G. H., El. 2c.
 Vitter, S. A., O. S.
 Van Newkirk, C. T., O. S.
 Vick, W. A., Ch. El.
 Woods, A. P., O. S.
 Wood, H., C. P.
 Wallace, J. R., O. S.
 Wallace, T., Seaman.
 Wallace, G. T., F. 2c.
 Wilson, C. G., C. P.
 Wilson, C. G., Seaman.
 Wilson, C. L., W. O. Cook.
 White, W., O. S.
 White, S. J., F. 2c.
 White, H. V., Seaman.
 Work, A. K., Seaman.
 Walsh, R., S. F. 1c.
 Walsh, M., Oiler.
 Wallace, J. B., Seaman.
 Wrage, E., F. 1c.
 Wright, G. M., El. 3c.
 Wilde, H. J., O. S.
 Worcester, M. F., O. S.
 Ward, J. E., Cox.
 Westermarck, A., G. M. 1c.
 Wyman, I. B., El. 2c.
 Wagner, P., O. S.
 Wagner, G., F. 1c.
 Walstead, M. C., S. F. 2c.
 Wertman, E. C., O. S.
 Walters, B. A., Cox.
 Workman, O. B., Printer.
 Wiseman, H. G., El. 3c.
 Waterhouse, H., O. S.
 Woodard, B. D., C. P.
 Waszkiewicz, V. W., O. S.
 Williams, M., O. S.
 Wackerly, C. R., O. S.
 Withers, F. D., S. C. 2c.
 Wilson, J., M. Att. 2c.
 Whitney, R. C., O. S.
 Wortham, C. P., O. S.
 Warner, W. E., Seaman.
 Wundelick, W., C. P.

Wilmington, R. L., C. P.
 Weiss, C., O. S.
 Wise, R. V. O., O. S.
 Wiley, R., O. S.
 Wilpman, H. C., Seaman.
 Webster, D. W., O. S.
 Wright, F. R., O. S.
 Wyman, E. H., Mus. 1c.
 Wilder, G., C. P.
 Wilpolt, A. F., C. P.
 Waldron, M., H. App.
 Wasmundt, C., C. P.
 Wilson, A., Seaman.
 Winchester, C. B., C. P.
 White, D. F., C. P.
 Young, F., O. S.
 Yoders, T. S., O. S.
 Zapp, J., O. S.
 Zalewski, H., O. S.
 Zimmer, C., M. M. 2c.

Marine Guard.

Barber, O. A., Private.
 Blumlein, C., Private.
 Bradley, E. H., Private.
 Budrewiecz, S., Private.
 Boyle, T. J., Private.
 Casperson, C., Private.
 Coffey, K., Private.
 Crowley, M., Private.
 Considine, J. J., Corpl.
 Campbell, A. M., Private.
 Canavan, C. J. A., Private.
 Connolly, W. E., Private.
 Darrell, J., Private.
 De Voice, F., Private.
 Feasel, W., Private.
 Ferguson, G., Private.
 Fuller, L., Private.
 Flynn, D. F., Private.
 Foulkes, W. G., Private.
 Frink, G. H., Private.
 George, L. W., Private.
 Gordon, N. E., Private.
 Green, J., Private.
 Gaither, J., Private.
 Hall, F. M., Private.
 Ham, H., Private.

Harnish, G. M., Private.
 Hawkins, J. H., Corpl.
 Hoose, F. N., Private.
 Hubbard, W. V., Private.
 Huffman, C. B., Private.
 Jones, J. J., Private.
 Jacobs, A. W., Private.
 Jersykowski, L., Private.
 Johnston, H. C., Trumpeter.
 Kaym, J. R., Private.
 Kahn, W. D., Private.
 Kern, J., Private.
 Layman, J. M., Private.
 Marsch, G. W., Sergt.
 Martin, E. E., Private.
 Mathews, J. B., Private.
 Miller, A. W., Private.
 Makowski, C., Drummer.
 Maltby, O. W., Private.
 Martin, E. P., Private.
 McLeod, C., Private.
 Nageette, L. A., Private.
 Nelson, B. J., Private.
 Oechsle, R. H., Private.
 Phillips, G., 1st Sergt.
 Pertiller, J. F., Private.
 Palmer, G. W., Private.
 Parker, W. V., Private.
 Pritchard, F., Private.
 Purcell, J. F., Private.
 Robertson, J. K., Private.
 Rowles, W. J., Sergt.
 Ross, W. H., Private.
 Roskelly, A. F., Private.
 Simonbet, C. J. A., Private.
 Slobudski, J., Private.
 Sovay, H., Private.
 Schwartz, W. F., Private.
 Spafford, N. G., Private.
 Stuchell, M. R., Private.
 Swarthout, H., Private.
 Strain, G. W., Corpl.
 Stuchell, M. R., Private.
 Vanderveere, H. C., Private.
 Wardlaw, D., Private.
 Watherell, J. W., Private.
 Wohlens, C. H., Private.
 Yost, G. E., Private.



THE UNITED STATES BATTLESHIP MISSOURI,
Captain G. A. Merriam, commanding

COURTESY U.S. NAVY

UNITED STATES BATTLESHIP MISSOURI.

Builders, Newport News.
Launched December, 1901.
Completed —, 1903.

Normal displacement, 12,500 tons. Full load displacement, 13,500 tons. Length at water-line, 388 feet. Beam, 72 $\frac{1}{4}$ feet. Mean draught, 24 feet.

Guns:

4 12-inch.
16 6-inch, 50 Cal.
6 14-pounders.
8 3-pounders.
6 1-pounders, Automatic.
2 1-pounders, R. F.
2 Colts.
4 Machine.
2 Submerged Torpedo Tubes,
18-inch.

Armor:

11" Belt (amidships).
4" Belt (bow).
10" Bulkhead (aft).
2 $\frac{1}{2}$ " Deck (on slopes).
4" Deck (aft).
12" Turrets.
12"-8" Turret Bases.
6" Lower Deck (side).
6" Casements (forward).
10" Conning Tower.

Machinery: Two sets vertical inverted triple expansion, 3-cylinder, 2 screws. Boilers: 24 Thornycroft. Designed H. P. 16,000, qual 18 knots. Coal: Normal, 1,000 tons; maximum, 2,000 tons.

Captain G. A. Merriam.
Lieut.-Comdr. A. H. Scales.
Lieut.-Comdr. J. H. Sypher.
Lieutenant J. H. Holden.
Lieutenant J. E. Lewis.
Lieutenant J. P. Murdock.
Lieutenant R. Wallace.
Lieutenant R. Henderson.
Lieutenant F. B. Freyer.
Ensign D. McD. LeBreton.
Ensign W. L. Culbertson.
Ensign L. N. McNair.
Midshipman D. L. Howard.
Midshipman W. C. I. Stiles.
Midshipman L. B. Anderson.
Midshipman P. G. Lauman.
Midshipman H. K. Hewitt.
Midshipman C. R. Clark.

Midshipman J. B. Howell.
Midshipman C. C. Krakow.
Midshipman W. T. Mallison.
Midshipman C. Rotalde, P. N.
Surgeon L. W. Sprattling.
Asst. Surgeon H. L. Smith.
Paymaster W. H. Doherty.
Captain J. S. Turrill, U. S. M. C.
Second Lieut. R. L. Denig, U. S. M. C.
Boatswain D. White.
Chief Gunner J. H. Lohman.
Gunner H. Rieck.
Chief Carpenter L. S. Warford.
Warrant Machinist K. D. Grant.
Warrant Machinist F. P. Mugan.
Warrant Machinist A. W. Bird.
Pay Clerk W. McDonough.

Andre, J. H., Seaman.
Archer, W. H., O. S.
Allsbrook, J. P., O. S.
Archer, A. L., F. 2c.
Adams, F. O., Seaman.
Alterson, A. J., S. C. 3c.
Anderson, J. C., B. M. 1c.
Allen, E. M., C. P.
Auer, J., C. P.
Arnaud, J. J., M. M. 1c.
Arial, C. W., G. M. 3c.
Allen, W. P., C. P.
Altieri, W. J., T. C. 1c.
Bridges, E. M., B. M. 2c.
Brady, J. A., C. P.
Barker, H. S., O. S.
Bitting, W. O., O. S.
Butts, L. H., O. S.
Brockway, H. L., O. S.
Battey, M. R., O. S.
Brands, J. W., O. S.
Bennett, J. G., O. S.
Balser, R. C., O. S.
Brennan, R. E., O. S.
Benson, T. H., O. S.
Bell, C. W., O. S.
Bowen, A. W., O. S.
Barry, J. A., O. S.
Bennette, E. R., O. S.
Banks, W. O., Oiler.
Beard, E., F. 1c.
Brown, B., W. T.
Barnett, V., O. S.
Blaha, J., O. S.
Bills, H. D., O. S.
Bourne, A. B., O. S.
Bailey, W. M., C. P.
Bruza, G., O. S.
Bander, A., O. S.
Bakker, M., O. S.
Bilson, E. F., O. S.
Buggie, J. R., Seaman.
Blanchard, E. D., Seaman.
Blair, F., O. S.

Paer, A. O., Mus. 1c.
Brown, L. A. M., Seaman.
Burd, H. H., O. S.
Burd, E. A., C. P.
Butler, F. J., M. Att. 2c.
Brown, G. F., Mus. 2c.
Blondin, J. O., M. M. 2c.
Billier, G. F., O. S.
Bloom, J., Mus. 2c.
Burke, F., C. P.
Boore, P. F., Seaman.
Brandt, C., C. M. 3c.
Bagley, T. F., W. T.
Brown, E. W., F. 2c.
Burns, R., O. S.
Frodbeck, G., G. M. 1c.
Brown, F. P., Seaman.
Bourett, E. P., F. 1c.
Blanheim, W., M. Att. 2c.
Brosious, O. T., H. A.
Bodkin, G. B., Y. 3c.
Babb, S., S. C. 4c.
Breen, F. C., O. S.
Bloomer, A. G., O. S.
Ballentine, S., O. S.
Blasko, J., Seaman.
Bressman, A. A., C. T. C.
Brandley, E., Seaman.
Brenneman, J. M., O. S.
Barker, A. E., C. M. 3c.
Banask, F., Oiler.
Barrios, A. S., M. Att. 3c.
Boasa, W. J., O. S.
Baum, E. G., H. A. 1c.
Barton, P. L., Seaman.
Butterworth, W. F., O. S.
Barth, C. H., Seaman.
Bray, J. H., B. M. 1c.
Comstock, M. R., O. S.
Colburt, J. F., O. S.
Carter, H. F., O. S.
Cain, D. A., O. S.
Chickering, F. B., O. S.
Chassagne, J. P., C. P.

Clifford, J., C. P.
Connor, A., C. P.
Curran, B., B. M. 2c.
Coleman, P., M. Att. 3c.
Cook, P., C. P.
Clark, H. W., B. M. 2c.
Commer, H., C. C. Std.
Cunningham, C. D., F. 1c.
Curtin, M. J., F. 2c.
Crisafulli, A., Seaman.
Cox, W. C., O. S.
Crowley, J. M., Seaman.
Covey, L., O. S.
Clark, R., O. S.
Colyer, G. F., O. S.
Camp, G. M., Coxswain.
Campbell, J. R., O. S.
Coffin, W. D., Seaman.
Clampit, C. E., O. S.
Chase, J., O. S.
Carpenter, G. H., O. S.
Cox, J. F., O. S.
Cichon, J., C. P.
Cabana, W., Seaman.
Cross, F., F. 2c.
Cannon, F. H., C. P.
Carlin, A. R., Printer.
Chapman, B., El. 3c.
Clark, G. H., Seaman.
Cline, A. W., B. M. 2c.
Costello, T. F., Seaman.
Curd, W. D., O. S.
Carroll, J. B., O. S.
Cone, W., O. S.
Carney, W., F. 2c.
Carlin, W. H., O. S.
Craig, D. E., T. C. 1c.
Cresswell, N. W., Seaman.
Crouse, T. U., C. P.
Curtis, H. H., Bkr. 1c.
Cunningham, F. S., Seaman.
Cruse, D. E., Mus. 2c.
Connell, L. P., F. 2c.
Cutter, J. H., O. S.

- Daniels, F. E., C. P.
 Donnelly, E. W., C. P.
 Dyson, J., C. P.
 Dever, W., F. 1c.
 Drews, W. O., F. 1c.
 Desmairias, H. W., Cox.
 DeBolt, W. H., Seaman.
 Dunsmoor, C. C., Coxswain.
 Davis, H. H., O. S.
 Doyle, Edward, F. 1c.
 Doherty, J. J., C. W. T.
 Delehaye, E., O. S.
 Dennis, C. G., Ch. Yeo.
 Davis, L. W., F. 1c.
 Dale, H. E., S. C. 2c.
 Danner, W. D., S. P.
 Daraponotis, J., Seaman.
 Dowling, C. F., Seaman (Deceased Magdalena Bay, March 25, 1908).
 Dennis, L. P., O. S.
 Deitrich, J. C., O. S.
 Dunham, H., O. S.
 Devlin, J. W., O. S.
 Driver, W. H., Oiler.
 Dayke, O., O. S.
 Davis, R. T., O. S.
 Duke, H. A., G. M. 3c.
 Douglass, B., O. S.
 Dock, G. T., O. S.
 Decker, J. A., O. S.
 Dacey, M. H., Seaman.
 Dishon, C. C., Blksmith.
 Dearing, A. H., W. R. Stw.
 Driscoll, A. D., M. Att. 2c.
 Dalton, F. D., O. S.
 Deekle, W. C., O. S.
 Denhardt, C. J., O. S.
 Driscoll, J. R., Mus. 1c.
 Dodge, A. D., O. S.
 Dusan, E., O. S.
 Doherty, J., M. A. A. 1c.
 DeFarge, A., O. S.
 Dombrowski, J. B., O. S.
 Doran, W. P., Seaman.
 Evans, F. D., O. S.
 Evans, L., F. 2c.
 Edwards, T. J., O. S.
 Elliott, F. A., O. S.
 Elderman, A., Mus. 2c.
 Emerson, B., Seaman.
 Endres, W. J., M. M. 2c.
 Edmondson, L. S., O. S.
 Edmonds, P. L., Seaman.
 Emerson, P. E., Bkr. 2c.
 Frick, C. W., 71. 2c.
 Fowler, H. H., M. M. 1c.
 Foley, J. J., C. P.
 Ferguson, G. L., M. M. 2c.
 Fulmer, C. S., O. S.
 Falk, E., O. S.
 Fennig, W., O. S.
 Franklin, E. L., C. P.
 Flemming, J., C. P.
 Flaherty, J. J., Seaman.
 Fitzgerald, T. J., C. P.
 Ferguson, R., O. S.
 Freeland, J. E., O. S.
 Fitzpatrick, J. F., C. P.
 Ferguson, J., O. S.
 Franklin, V. H., M. Att. 3c.
 Feletto, V. B., G. M. 2c.
 Fitzgerald, W. E., C. C. M.
 Fenk, W., G. M. 3c.
 Flanagan, B., C. W. T.
 Frederick, A. J., Ptr. 1c.
 Fuller, R., El. 2c.
 Fuelling, E., El. 3c.
 Feely, J. P., Oiler.
 Farmer, C., Coxswain.
 Frommer, J., Mus. 2c.
 Foley, M. J., Seaman.
 Foley, J. A., Seaman.
 Freed, A., O. S.
 Flannery, G. E., O. S.
 Guyer, J. J., C. P.
 Guenther, A. F., Seaman.
 Gamble, R., O. S.
 Goodman, R. G., O. S.
 Goff, H., M. Att. 2c.
 Griffin, J. J., C. P.
 Godfrey, W. J., O. S.
 Grider, H. H., O. S.
 Galloway, C. A., O. S.
 Gillman, J. T., O. S.
 Gillman, K. L., Seaman.
 Goff, A. S., O. S.
 Gutenkunst, D., O. S.
 Gaughan, T. F., O. S.
 Gurgart, A., C. W. T.
 Gates, C. N., F. 2c.
 Geary, W., O. S.
 Geiger, J. M., El. 3c.
 Gilley, J. C., El. 3c.
 Griffin, J. H., M. A. A. 3c.
 Glass, R. E., El. 3c.
 Gardiner, W. D., Coxswain.
 Graman, J. E., M. A. A. 3c.
 Greene, C. J., El. 2c.
 Grimes, C. J., Seaman.
 Groebner, J., O. S.
 Grimm, R. B., Seaman.
 Gray, L. A., Copsmth.
 Gentill, P. A., M. M. 2c.
 Howell, H. B., F. 1c.
 Hamilton, R. C., O. S.
 Hartigan, T. E., O. S.
 Haggerty, E. H., O. S.
 Hyden, J., O. S.
 Hayes, S. T., O. S.
 Harrigan, J. J., O. S.
 Hagelin, K. O., S. M. M.
 Harper, C. E., M. Att. 3c.
 Hactor, W. J., Seaman.
 Hallett, G. A., Seaman.
 Hewson, C. L., M. A. A. 3c.
 Hedberg, O. P., O. S.
 Holm, C., Cox.
 Hollister, A. A., S. C. 4c.
 Hopkins, F. J., Seaman.
 Houghton, L. H., El. 3c.
 Hrabak, J., O. S.
 Halling, L., B. M., 1c.
 Hickey, J. F., Seaman.
 Hunt, J. E., O. S.
 Hart, J. G., O. S.
 Harrell, D., O. S.
 Hauger, R. G., O. S.
 Hannon, W. J., F. 1c.
 Hatchett, W. H., W. T.
 Harnden, C., Coxswain.
 Hawkins, R., C. P.
 Halvorsen, O., C. Q. M.
 Hagemer, E., O. S.
 Hammond, H. L., C. B. M.
 Houghton, E., O. S.
 Hines, J. C., C. M. M.
 Hammond, C., Seaman.
 Hurley, P., C. P.
 Hurley, P. F., C. P.
 Hopf, J. M., Seaman.
 Hottenstein, J. W., O. S.
 Hart, B. E., O. S.
 Harold, J. C., Q. M.
 Hollowell, B. F., Coxswain.
 Isbell, M. E., O. S.
 Ireland, F. G., O. S.
 Ingram, J. B., F. 1c.
 Ingham, A., Coxswain.
 Ix, J. P., M. M. 1c.
 Jack, A., H. S.
 Jensen, C., Oiler.
 Johnson, D. E., O. S.
 Jones, F. B., Mus. 2c.
 Jones, W. E., P. & F.
 Johnson, B., G. M. 2c.
 Jordan, T. F., Seaman.
 Jeffries, F. L., O. S.
 Johnson, G. D., F. 1c.
 Johnson, F. E., O. S.
 Jepson, B., F. 1c.
 Jackson, C., C. P.
 Johnston, B. F., Seaman.
 Johnson, N. C. M., Seaman.
 Jones, C., M. Att. 3c.
 Jarvis, F. P., F. 2c.
 Jacobs, C. E., O. S.
 Krommer, J. T., O. S.
 Kelley, M. J., C. P.
 Kreuger, L. C., Seaman.
 Krohn, R. J., O. S.
 Kontowski, J., C. P.
 Kelley, A. G., C. P.
 Kelley, T. J., C. P.
 Kirk, C. H., Seaman.
 Kirk, J. K., Coxswain.
 Knox, W. B., O. S.
 Keppler, H., O. S.
 Krygier, E. J., O. S.
 Karoleski, F. J., O. S.
 Keuerleber, J., S. C. 4c.
 Kisa, M., W. O. C.
 Kelley, J. J., C. P.
 Killorhey, C. F., F. 1c.
 Klinefelter, G. D., Stw.
 King, P. B., F. 1c.
 Killoren, T. E., C. M. 3c.
 Kibbe, C. A., O. S.
 Knowles, H. I., O. S.
 Kelley, J. T., O. S.
 Katz, S. A., Cox.
 Keene, C., C. G. M.
 King, R. A., J. O. Stw.
 Kasten, J., F. 2c.
 Knedler, H., F. 2c.
 Kruger, E. J., E. 1c.
 Kono, S., J. O. Cook.
 Kauth, E., G. M. 1c.
 Keough, J. J., Seaman.
 Kenner, J. W., Seaman.
 Kane, M. A., F. 2c.
 Kadagan, A., M. Att. 2c.
 Leary, J. J., O. S.
 LeRoy, B. R., O. S.
 Litzl, J., O. S.
 Landsberg, E. H., O. S.
 Lafevre, R. P., C. P.
 Luddy, J. E., F. 1c.
 Locher, W. A., O. S.
 Laverty, J. H., O. S.
 Linehan, G. J., M. M. 2c.
 Leone, J. M., C. P.
 LeJune, E., B. M. 1c.
 Laffel, J., O. S.
 Lawson, T. O., Seaman.
 Link, T. J., P. and F.
 Lozeau, W., F. 1c.
 Lundburg, C. A., M. M. 2c.
 Lubinski, J. C., O. S.
 Lyle, M. M., C. P.
 Lyons, J., C. W. T.
 Lyons, W., F. 2c.
 Lutz, J., C. P.
 Loveless, S. S., Y. 3c.
 Lee, A. W., O. S.
 Lehman, H. W., C. P.
 Lebutzki, H. A., O. S.
 Lee, L., Ch. Yeo.
 LaGrange, L., O. S.
 Larrimer, R. W., O. S.
 Lazzarus, A., G. M. 3c.
 Lanus, C. R., C. P.
 Lamb, G. C., E. 1c.
 Labit, B. H., C. P.
 Langdon, W. C., Ch. Yeo.
 Lane, F. J., O. S.
 Levy, A., F. 2c.
 Lane, T. A., O. S.
 Long, W., C. P.
 Long, C. J., C. P.
 Lipe, H. V., Seaman.
 Leonard, J. H., O. S.
 Molitor, W. A., O. S.
 Myers, R. A., G. M. 3c.
 Mullen, D. J., O. S.
 Marchand, M., O. S.
 Murray, W. H., O. S.
 Moss, H. L., F., O. S.
 Morey, B. F., O. S.
 Miller, C., F. 1c.
 Miller, E. D., O. S.

- Miller, H. J., O. S.
 Myer, J. D., O. S.
 Morgan, W., C. P.
 Morris, J. P., M. Att. 3c.
 Montgomery, B., E. 3c.
 Machale, J. A., Bmaker.
 Murphy, O., O. S.
 Miner, W., F. 1c.
 Munzer, B. J., O. S.
 Moffitt, R. K., O. S.
 Melton, J. H., O. S.
 Maltby, W. D., O. S.
 Mullins, C. W., H. App. 1c.
 Matteson, C. E., O. S.
 Milliken, F. H., C. P.
 Millsack, J. J., O. S.
 Mann, S. G., O. S.
 Milligan, D. A., Seaman.
 Miller, O. C., C. P.
 Miller, C. H., O. S.
 Moran, L. F., C. P.
 Martensen, W. D., C. P.
 Mullen, P., F. 1c.
 Marcotte, E. J., M. M. 2c.
 Malloy, T., Oiler.
 Munns, W. L., O. S.
 Morgan, S. C., O. S.
 Milson, G. A., C. M. M.
 Miffitt, J. J., Bugler.
 Marriner, W. F., M. M. 2c.
 Merrill, A. R., F. 2c.
 Metting, F., Seaman.
 Maurer, R., F. 2c.
 Martin, O., Cox.
 Martin, W., Oiler.
 Martin, W., Oiler.
 Maxwell, J. W., O. S.
 Mahoney, J. E., Seaman.
 Malkemus, D. A., O. S.
 Marr, C. R., C. P.
 Maguire, C. D., C. P.
 Miller, F. A., O. S.
 Mulraney, M., F. 2c.
 Murphy, E. M., Seaman.
 Marrows, S., Seaman.
 Monch, E., C. M. at A.
 Moran, T., E. 2c.
 Murray, S. W. G., E. 2c.
 Mullen, A. D., O. S.
 Mitchell, H. A., O. S.
 Munshower, H. J., S. F. 1c.
 McDonough, W., Cox.
 McHugh, F. J., F. 2c.
 McDougall, G. P., F. 2c.
 McMullen, E. L., S. C. 4c.
 McCann, T. J., Seaman.
 McDougall, J. R., C. P.
 McCarron, A., O. S.
 McEnaney, A. J., O. S.
 McPhail, F., Seaman.
 McPherson, W. P., F. 1c.
 McMillon, B., O. S.
 McKiernan, W. F., C. P.
 McCarthy, J. P., O. S.
 McDiarmid, K. C., E. 3c.
 McDermott, J. J., O. S.
 McDowell, E. L., O. S.
 McConnell, D., Oiler.
 McClure, A., M. M. 2c.
 McBride, G., F. 2c.
 McKeown, J., F. 2c.
 McKerrell, G. E., Mus. 2c.
 McMullen, J. T., C. P.
 McDevitt, J. A., El. 2c.
 McCue, H. G., W. T.
 Nakamichi, K., W. R. Cook.
 Nester, V., Seaman.
 Newell, N. F., C. P.
 Nitch, F. B., S. C. 4c.
 Nicholson, S., O. S.
 Nagler, F., S. C. 1c.
 Nelson, J., F. 2c.
 Nolte, W. W., O. S.
 Niedercorn, W., C. P.
 Nance, A. E., C. P.
 Norman, W., Mus. 2c.
 Nakamura, K., Cab. Stw.
 Nervig, C. A., O. S.
 Newton, J. O. H., O. S.
 Neer, F. D., C. P.
 Nadeau, A. J., Mus. 1c.
 Nugent, G. E., Seaman.
 Nannery, F. A., F. 2c.
 Neville, T. J., O. S.
 Newkirk, S., M. Att. 3c.
 Olmstead, H. L., C. P.
 Osbourne, E., O. S.
 O'Leary, D. J., O. S.
 O'Hara, J., C. P.
 Ogilvie, F. E., O. S.
 O'Connor, L. J., O. S.
 O'Day, J. L., O. S.
 O'Connell, D., F. 1c.
 Olson, J., Seaman.
 O'Neill, J. P., Q. M. 1c.
 Osterman, M. P., Y. 2c.
 Ofslager, G. H., Seaman.
 Osband, G. B., G. M. 3c.
 Pfister, J. L., M. at A. 3c.
 Pohle, W. J., F. 1c.
 Pero, E. A., F. 2c.
 Postley, A. B., Mus. 2c.
 Pilger, L., C. P.
 Plant, S. D., Seaman.
 Powers, W. L., El. 1c.
 Prendeville, R. G., F. 1c.
 Prindle, R. M., Seaman.
 Pulliam, C. H., O. S.
 Purdy, G. M., Seaman.
 Patience, G. B., O. S.
 Peterson, O., O. S.
 Parmallee, C. L., O. S.
 Petrowski, S., C. P.
 Peace, L., S. C. 3c.
 Pass, J., C. P.
 Pittman, E., M. Att. 3c.
 Patterson, W., F. 2c.
 Pinner, H., M. Att. 2c.
 Phillips, H. S., E. 1c.
 Peelle, A., Cox.
 Pfaff, E. O., Ch. Yeo.
 Quigley, J. J., C. P.
 Quinn, L. H., C. P.
 Quinn, J., O. S.
 Quackenbush, W. N., O. S.
 Rogers, F., M. M. 2c.
 Roman, F. C., Bugler.
 Ruff, G., C. P.
 Reavis, J. M., O. S.
 Roth, M., C. P.
 Roth, S., O. S.
 Rogers, A. W., O. S.
 Regan, J. F., F. 2c.
 Ryan, T. J., C. P.
 Ryan, W. F., F. 2c.
 Ryan, J. M., F. 1c.
 Rudge, E., Seaman.
 Russ, W. T., M. M. 1c.
 Roberts, C. C., Seaman.
 Ridenhour, J. J., O. S.
 Rosenbauer, E. C., C. P.
 Ricker, C. F., F. 1c.
 Reddin, J. J., O. S.
 Richards, C. G., F. 2c.
 Ready, J., F. 1c.
 Reinburg, T. D., M. M. 1c.
 Reardon, C., C. P.
 Robinson, P. A., M. Att. 3c.
 Reauchle, G. H., O. S.
 Rattke, G. H., F. 2c.
 Ripley, L. H., Cox.
 Richards, T. C., G. M. 2c.
 Richards, T. F., F. 2c.
 Rogers, W. J., M. Att. 3c.
 Richards, C. C., C. P.
 Richardson, E. L., O. S.
 Reiter, C. E., Seaman.
 Rosia, J. L., F. 2c.
 Robertson, J., C. P.
 Robison, M. E., G. M. 3c.
 Ryan, S., Ch. El.
 Sargeant, D. E., M. M. 2c.
 Sigmund, W. J., F. 1c.
 Sims, R. R., C. P.
 Schober, J. J., C. P.
 Scott, C. D., Seaman.
 Shurr, E., F. 1c.
 Spooner, A. L., Seaman.
 Scanlan, M. T., Y. 2c.
 Sexen, W. J., Seaman.
 Shea, W. F., Seaman.
 Showski, M. G., C. P.
 Shire, F. H., O. S.
 Sausville, C. A., O. S.
 Scarcey, J. F., Y. 3c.
 Sanquist, E. A., O. S.
 Sass, E. W., O. S.
 Searcy, I., C. P.
 Seeland, L. T., O. S.
 Swimelar, R. C., Y. 2c.
 Sansovich, S., O. S.
 Smith, E. G., M. Att. 3c.
 Scott, G. J., M. M. 2c.
 Shirely, W. C., C. P.
 Simon, F. W., Mus. 2c.
 Schmitt, L. L., Seaman.
 Skelley, T. F., C. P.
 Skala, J. J., Seaman.
 Smith, R. L., S. C. 3c.
 Smith, J. E., O. S.
 Small, A. A., Ptr. 3c.
 Smith, R. E., Seaman.
 Stevens, W. W., O. S.
 Smithe, J. W., S. C. 4c.
 Schneider, J. C., C. P.
 Sorensen, C., Oiler.
 Spilman, W. T., F. 2c.
 Stone, M. A., O. S.
 Streeck, C. F., H. A.
 Stauffer, W. C., C. M. M.
 Smith, G. S., W. T.
 Sreit, J., O. S.
 Spears, J., S. C. 3c.
 Sullivan, A., C. P.
 Stock, W. C., Seaman.
 Stanley, H. N., F. 2c.
 Steiber, C., O. S.
 Stewart, A. H., F. 2c.
 Steiber, F. C. A., Seaman.
 Stover, L. J., Bmaker.
 St. Louis, T., Seaman.
 Shaw, F. B., O. S.
 Schoonover, H. C., O. S.
 Stern, J. J., C. P.
 Schneiderman, L., O. S.
 Smith, J. W., F. 1c.
 Szymanski, A. F., Cox.
 Steinman, R. R., O. S.
 Severing, W. W., C. P.
 Schlieff, H., C. P.
 Sumner, W., O. S.
 Stannard, C. N., O. S.
 Stanton, F. B., O. S.
 Streep, C., C. P.
 Squibb, G. E., O. S.
 Sullivan, E., C. P.
 Sullivan, D. P., C. P.
 Stuart, G. A., C. P.
 Sutton, E., Seaman.
 Staley, C., C. P.
 Strehele, C. A., B. Master.
 Sullivan, J. F., Oiler.
 Stahl, G. J., C. P.
 Stephens, J., O. S.
 Stover, G. R., O. S.
 Schmidt, G. W., O. S.
 Shields, N., C. P.
 Smith, J. A., C. P.
 Siess, J. P., M. M. 2c.
 Simons, J. E., F. 1c.
 Suess, H., C. P.
 Swanchera, E., C. P.
 Swett, J. P., O. S.
 Seymour, J. F., C. P.
 Sanford, W. D., F. 2c.
 Suyama, N., Cab. Cook.
 Twomey, M., Seaman.
 Tubb, W. A., C. P.
 Tourtelott, L. B., F. 2c.
 Thompson, B., El. 3c.
 Thompkins, H. C., C. P.
 Tinch, C. J., C. P.
 Twomey, P., Seaman.
 Terhune, C., C. P.
 Tobey, G. L., F. 2c.
 Thomas, L. W., Seaman.
 Toohey, E. J., O. S.
 Todd, R. M., O. S.

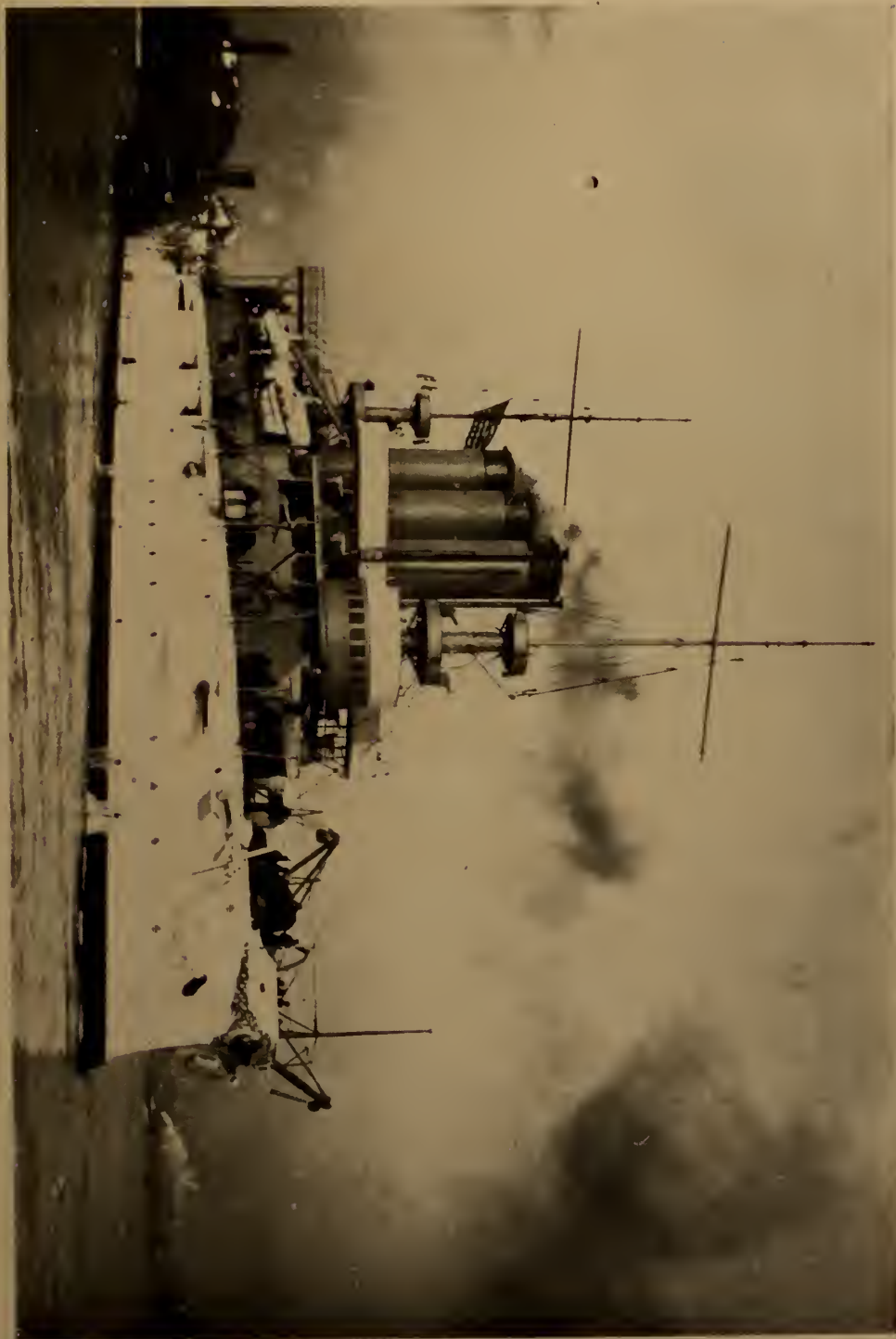
Tyler, W. M., C. P.
 Traino, J. P., C. P.
 Twaddle, H. C., C. P.
 Taylor, W. H., O. S.
 Turnbull, W., Seaman.
 Taylor, M., Seaman.
 Toye, J., M. Att. 3c.
 Tharp, R. B., O. S.
 Urban, J., Bugler.
 Vivrett, M. L., Seaman.
 Veitch, E. C., F. 2c.
 Vaelovick, A. J., Seaman.
 Veitch, H. W., F. 2c.
 VonHandorf, G., M. M. 2c.
 Vandeventer, E. A., O. S.
 Vojacek, J. A., O. S.
 Warner, F. H., O. S.
 Williams, R., O. S.
 Williams, J. H., F. 2c.
 Winarski, A. G., O. S.
 Williams, F. W., Seaman.
 Wilcox, G. W., F. 1c.
 Watts, J. E., C. P.
 Worley, J. A., Bsmth.
 Williams, J. H., Stw.
 Waldo, G. W., Ch. El.
 Wuschke, P., O. S.
 Wunderlick, R. O., O. S.
 Wright, J. B., O. S.
 Wilson, J., M. Att. 3c.
 Wuster, E. C., C. G. M.
 Wright, C. S., Seaman.
 Wood, W. C., Ch. Yeo.
 Workman, G. S., Seaman.
 Woodbridge, L. L., Seaman.
 Williamson, C., Oiler.
 Williams, A., Oiler.
 Wingreen, H. N., C. P.
 Weems, A. G., C. P.
 Wall, T. E., Seaman.
 Wadsworth, A. E., O. S.
 Walder, F., Seaman.
 Waldron, J. P., C. P.
 Wand, M. R., S. C. 2c.

Weigel, H. L., M. M. 2c.
 Weaver, J. J., O. S.
 Weeks, H. M., El. 2c.
 Whitney, R., O. S.
 White, G. W., F. 2c.
 White, D. J., Bmaker.
 Wilcot, J., C. P.
 Wagoner, J. W., O. S.
 Wittig, R. J., O. S.
 Waybright, C. H., C. P.
 Wood, J., C. P.
 White, S. C., C. P.
 Ward, W. H., F. 2c.
 Watkins, A. R., C. P.
 Yardley, J., O. S.
 Young, C. B., C. P.
 Yerkes, C. B., Stw.
 Zaharouskas, J., O. S.
 Zachowski, S., C. P.

Marine Guard.

Ball, E. Y., Private.
 Bottomly, H. M., Private.
 Bowman, F. M., Drummer.
 Boyle, James, Private.
 Browne, R. A., Private.
 Bruner, W. O., Private.
 Carr, J. F., Private.
 Cayan, W. H., Private.
 Cloude, H. C., Private.
 Cooper, Ray, Private.
 Courson, William, Private.
 Crawford, W. T., Corpl.
 Cummings, T. M., Sergt.
 Curtis, C. N., Private.
 Deming, W. J., Private.
 Doran, W. C., Private.
 Douglass, Howard, Private.
 Esslinger, T. H., Private.
 Fore, L. I., Private.
 Gebhardt, Harry, Private.
 Gelrud, Sam., Trumpeter.
 Gentry, G. J., Private.
 Gregory, O. B., Private.

Guerard, H. A., Corpl.
 Hankins, Edwin, Private.
 Harrington, Albert, Private.
 Hillman, Oscar, Private.
 Hinds, L. P., Private.
 Hodnett, Taylor, Private.
 Hoffman, E. F., Private.
 Huff, R. C., Private.
 Katz, H. B., Private.
 Klux, F. A., Private.
 Kolyer, E. E., Private.
 McAlarney, W. J., Private.
 McGinley, F. E., Private.
 McLaughlin, Joseph, Corpl.
 McNulty, T. J., 1st Sergt.
 Moran, Arthur, Private.
 Murphy, W. F., Sergt.
 Myshral, J. W., Private.
 Nichols, E. E., Private.
 O'Leary, Michael, Private.
 Pelsler, Leo, Private.
 Piland, Robert, Private.
 Pinnell, Goff, Private.
 Rarey, H. W., Private.
 Rathnow, A. F., Private.
 Shenytyis, J. F., Private.
 Siefer, W. A., Private.
 Smith, J. C., Private.
 Smith, F. R., Private.
 Smith, R. G., Corpl.
 Sodergren, Erick, Private.
 Stowe, A. M., Private.
 Tealle, B. F., Private.
 VanScoik, Wilbur, Private.
 Venable, J. H., Private.
 Waldrop, Dude, Private.
 Wall, T. J., Private.
 Ward, W. W., Private.
 Weigert, C. E., Private.
 White, W. W., Private.
 Whitehill, C. G., Private.
 Whiteker, T. J., Private.
 Zootman, W. L., Private.



THE FENIMORE A. STEVES, BATTLESHIP MAINE.
Captain G. B. Harber, commanding.

UNITED STATES BATTLESHIP MAINE.

Builders, Cramps.
Launched July, 1901.
Completed —, 1902.

Normal displacement, 12,500 tons. Full load displacement, 13,500 tons. Length at waterline, 388 feet. Beam, 72 $\frac{1}{4}$ feet. Mean draught, 24 feet.

Guns:

- 4 12-inch.
- 16 6-inch, 50 Cal.
- 6 14-pounders.
- 8 3-pounders.
- 6 1-pounders, Automatic.
- 2 1-pounders, R. F.
- 2 Colts.
- 4 Machine.
- 2 Submerged Torpedo Tubes, 18-inch.

Armor:

- 11" Belt (amidships).
- 4" Belt (bow).
- 10" Bulkhead (aft).
- 2 $\frac{1}{2}$ " Deck (on slopes).
- 4" Deck (aft).
- 12" Turrets.
- 12"-8" Turret Bases.
- 6" Lower Deck (side).
- 6" Casements (forward).
- 10" Conning Tower.

Machinery: Two sets vertical inverted triple expansion 4-cylinder, 2 screws. Boilers: 24 Niclausse. Designed H. P. 16,000, equal 18 knots. Coal: Normal, 1,000 tons; maximum, 2,000 tons.

Captain G. B. Harber.
Lieut.-Comdr. W. J. Terhune.
Lieut.-Comdr. J. R. P. Pringle.
Lieutenant F. P. Baldwin.
Lieutenant R. Earle.
Lieutenant W. K. Riddle.
Lieutenant W. E. Whitehead.
Ensign L. R. Leahy.
Ensign R. F. Dillen.
Ensign E. S. Root.
Ensign E. McCandless.
Ensign H. McL. Walker.
Midshipman W. Drake.
Midshipman A. S. Hickey.
Midshipman J. S. Evans.
Midshipman G. E. Davis.
Midshipman R. T. S. Lowell.

Midshipman C. S. Slayton.
Midshipman H. M. Bemis.
Midshipman E. W. Tod.
Midshipman C. C. Baughman.
Surgeon M. L. Elliott.
Asst. Surgeon D. H. Casto.
Paymaster E. T. Hoopes.
Captain N. H. Hall, U. S. M. C.
First Lieut. B. A. Lewis, U. S. M. C.
Boatswain J. Danner.
Acting Boatswain W. Fremgen.
Gunner H. Webb.
Carpenter E. L. Bass.
Warrant Machinist E. A. Manck.
Warrant Machinist P. R. Fox.
Warrant Machinist G. R. Thompson.
Pay Clerk A. J. Barnum.

Ackerman, J. M., Seaman.
Adams, A. F., Seaman.
Adams, N. I., M. A. 2c.
Aichman, C. J., O. S.
Albi, J. A. H., S. C. 3c.
Aldright, C. W., F. 2c.
Allen, Arthur, O. S.
Allen, C. G., O. S.
Allen, Joseph, S. C. 4c.
Allen, R. R., O. S.
Allen, W. P., O. S.
Anderson, Ole, C. W. T.
Anderson, O. E., O. S.
Andress, W. H., O. S.
Angle, G. L., Oiler.
Armiger, J. A., O. S.
Artis, W. H., Seaman.
Assmann, F. F. R., O. S.
Aston, C. E., Seaman.
Atkinson, J. W., E. 3c.
Aumack, Harold, Seaman.
Avery, A. A., O. S.
Bachman, Jacob, Seaman.
Backers, B. A., Ch. Yeo.
Bainbridge, W. R., Oiler.
Baldwin, J. M., E. 1c.
Bandura, Stephen, C. P.
Barettiere, Luciano, M. 1c.
Barnes, A. C., M. M. 1c.
Bassett, H. L., Seaman.
Bayless, Boyd, O. S.
Becker, C. J., O. S.
Beeman, L. F., Y. 2c.
Beiner, Jacob, F. 2c.
Belete, P. W., C. M. 3c.
Benson, R. C., M. A. 3c.
Berch, H. A., Y. 2c.
Berger, Simon, M. at A. 2c.
Berkey, G. W., F. 2c.
Berlien, John, M. 2c.
Berry, Alexander, F. 2c.
Bcyer, F. A., G. M. 2c.
Beyer, Robert, O. S.
Bibeault, A. J. D., Seaman.
Bico, C. E., M. 2c.
Biedenweg, A. G., G. M. 3c.

Billings, R. L., G. M. 3c.
Biskop, Frank, F. 2c.
Black, T. H., Seaman.
Blackeby, T. J., F. 1c.
Blacketer, L. E., O. S.
Blank, Frederick, F. 1c.
Blauss, Wesley, G. M. 3c.
Blessing, G. J., M. M. 2c.
Blevens, Charley, Seaman.
Blight, Norman, C. P.
Block, Edgar, C. P.
Bennell, W. A., Cox.
Bowers, C. E., G. M. 3c.
Bowman, N. P., F. 1c.
Bradshaw, A. H., C. P.
Brady, W. J., C. Q. M.
Brandenberg, C. H., O. S.
Bretag, M. F. W., Oiler.
Brewer, Walter, Seaman.
Bridges, C. L., C. G. M.
Brightley, C. W., F. 1c.
Brinton, R. E., F. 2c.
Bromley, Ernest, C. P.
Brown, K. A., O. S.
Brown, Richard, B. M. 2c.
Brown, W. S., O. S.
Broyderick, L. J., F. 2c.
Bruner, Clifford, O. S.
Brunnings, J. C., O. S.
Buchanan, James, O. S.
Buckley, J. C., Seaman.
Bundy, E. B., O. S.
Bunje, Bernhard, E. 1c.
Burge, W. E., G. M. 3c.
Burgess, Clinton, S. C. 1c.
Burke, William, Seaman.
Burke, W. F., Seaman.
Burns, W. J., O. S.
Burrill, H. K., O. S.
Button, E. W., M. M. 2c.
Byer, J. B., F. 2c.
Cahill, Henry, S. C. 4c.
Cameron, J. W., C. P.
Cantwell, F. J., O. S.
Cariani, Venusto, E. 1c.
Carl, J. E., C. P.

Carrier, C. J., F. 2c.
Carroll, C. H., Seaman.
Carroll, Daniel, O. S.
Carroll, J. J., Y. 2c.
Carroll, T. J., O. S.
Carson, F. T., O. S.
Catzenberger, Charles, Sea.
Cavanaugh, C. J., C. M. M.
Cavanaugh, James, Seaman.
Chambers, E. A., F. 1c.
Chandler, O. E., C. P.
Chapman, E. C., O. S.
Chapman, R. H., Seaman.
Chappell, J. L., P. and F.
Chasen, James, Seaman.
Chatman, William, M. A. 3c.
Chittick, F. F., O. S.
Church, Cam, O. S.
Clarke, J. H., C. P.
Clasen P. J., Blksmith.
Cleary, C. F., M. M. 2c.
Cleary, J. F., C. P.
Clemens, Louis, M. A. 3c.
Clements, J. C., M. A. 2c.
Cobb, C. A., Bugler.
Cobb, R. W., Ch. El.
Coffman, G. E., O. S.
Collings, E. K., Seaman.
Collins, James, O. S.
Collins, R. C., Cox.
Conley, E. P., C. P.
Conley, M. J., F. 2c.
Coogler, T. T., O. S.
Cook, R. H., O. S.
Cook, W. J., G. M. 1c.
Cooley, J. R., O. S.
Cooperson, Samuel, Bugler.
Cowen, W. J., F. 1c.
Coy, L. J., C. M. M.
Crech, W. A., O. S.
Crittendon, J. J., O. S.
Cronin, John, Oiler.
Cronin, Richard, C. W. T.
Cross, John, F. 2c.
Culhane, H. A., C. P.
Curran, Arthur, O. S.

- Cushing, T. F., F. 2c.
 Cutler, J. A., Cox.
 Damm, Martin, M. 1c.
 Daniels, J. B., Y. 3c.
 Dashiells, C. A., F. 2c.
 Davis, E. H., F. 2c.
 Davis, J. J., O. S.
 Davis, Rees, Scaman.
 Davis, W. L., O. S.
 DeClark, F. F., C. P.
 Delong, G. T., F. 2c.
 DePaola, Nicola, M. 1c.
 DePetris, J. N., O. S.
 DeVaughn, W. T., Cox.
 DeVeaux, Edmund, J. O. Stw.
 Dickover, Charles, O. S.
 Diggs, Milford, Cab. Stw.
 Ding, H. E., Seaman.
 Doherty, F. A., F. 1c.
 Donald, W. Lad., W. T.
 Donnelly, W. V., O. S.
 Donohue, John, W. T.
 Doxtator, C. L., C. P.
 Doyle, T. M., Y. 3c.
 Drake, L. B., O. S.
 Drew, Frank, F. 1c.
 Driscoll, J. J., F. 1c.
 Duerst, F. O., O. S.
 Dunleavy, P. J., Seaman.
 Dwyer, W. J., Scaman.
 Dyekman, L. A., Ch. Yeo.
 Edds, W. F., O. S.
 Eliassen, H. H., B. M. 2c.
 Elkins, J. W., Seaman.
 Eicher, C. W., O. S.
 Eiffel, Albert, C. P.
 Eigenmann, J. S., Cox.
 Eighthy, F. E., O. S.
 Eilordo, J. J., C. P.
 Ely, Ernest, C. P.
 Emery, R. H., C. W. T.
 Emig, Walter, O. S.
 Emoe, John, Oiler.
 Evans, J. C., P. 3c.
 Everly, W. L., O. S.
 Fahey, Patrick, F. 1c.
 Farnsworth, L. P., M. M. 2c.
 Farrell, Frank, Seaman.
 Fauss, B. R., O. S.
 Fay, J. T., C. P.
 Fazel, Luther, O. S.
 Feith, John, E. 2c.
 Ferguson, S. J., F. 1c.
 Fields, James, F. 2c.
 Findley, C. M., E. 2c.
 Fitzsimmons, P. J., W. T.
 Flischer, E. G., C. P.
 Foley, Edward, F. 2c.
 Foley, W. J., F. 2c.
 Follin, Werner, G. M. 1c.
 Forbes, H. F., C. P.
 Ford, H. G., O. S.
 Forster, L. H., O. S.
 Fortine, George, F. 2c.
 Foster, C. H., C. P.
 Fox, V. C., O. S.
 France, R. D., O. S.
 Fredericks, H. C., O. S.
 Frost, R. C., C. P.
 Fuchs, Frank, C. P.
 Gallagher, David, W. T.
 Garrison, C. R., B. M. 1c.
 Gately, J. M., Cox.
 Geary, J. W., F. 2c.
 Geary, W. J., O. S.
 Gebert, Joseph, E. 1c.
 Gench, E. L., M. M. 2c.
 Giesea, F. J., F. 2c.
 Gill, E. S., O. S.
 Gill, William, B. M. 1c.
 Gilroy, Joseph, O. S.
 Gioacchino, M. R., B. Master.
 Glicksburg, Mosie, O. S.
 Glossop, G. E., O. S.
 Gordon, N. R., O. S.
 Gorny, Joseph, Seaman.
 Gorton, E. H., C. P.
 Gorzendzielski, Joseph, Sea.
- Goss, Richard, Seaman.
 Gotterup, Oscar, Seaman.
 Graul, W. H., Bmaker.
 Greaves, Joseph, S. C. 2c.
 Greene, Verlyn, O. S.
 Grenne, John, Seaman.
 Griffith, J. H., Seaman.
 Grimm, Roy, O. S.
 Grissell, C. A., O. S.
 Grosse, Paul, Seaman.
 Grosvenor, B. B., M. M. 2c.
 Gunn, O. N., S. C. 2c.
 Haag, A. L., M. M. 2c.
 Haag, H. J., Seaman.
 Hackney, J. G., E. 2c.
 Haid, P. G., F. 2c.
 Haislip, W. T., O. S.
 Hall, G. E., O. S.
 Hallinan, Thomas, Seaman.
 Halsey, G. W., E. 3c.
 Hamilton, J. E., O. S.
 Hamilton, J. W., G. M. 3c.
 Hammer, Rudolph, O. S.
 Hanes, F. F., C. P.
 Hanes, J. R., O. S.
 Hannigan, C. F., O. S.
 Hartman, Fred, M. M. 2c.
 Hardy, Charles, C. P.
 Hargrove, L. H., W. R. Cook.
 Harmer, W. T., C. B.
 Harrington, J. J., Seaman.
 Harris, Percy, Seaman.
 Harrison, J. B., W. T.
 Harrison, Mores, Blksmth.
 Harrison, W. W., C. P.
 Hart, C. L., C. P.
 Hartre, Edward, C. P.
 Harvey, H. H., Seaman.
 Harvey, L. D., O. S.
 Hatzai, John, C. P.
 Hayes, F. E., O. S.
 Healey, John, Seaman.
 Heard, W. P., M. at A. 2c.
 Heffelfinger, H. G., E. 3c.
 Heilbrunn, Carl, E. 3c.
 Hellmer, Reinhold, Seaman.
 Hellmer, William, Seaman.
 Hempleman, E. H., Seaman.
 Henderson, C. S., Cab. Cook.
 Henderson, C. W., Seaman.
 Hendrick, J. G., O. S.
 Henke, John, O. S.
 Hennessy, John, Cox.
 Herald, W. W., M. 2c.
 Herrmann, A. J., Q. M. 2c.
 Hetherington, David, O. S.
 Higgins, James, F. 1c.
 Hill, E. C., M. 2c.
 Hill, Harry, O. S.
 Hill, W. C., O. S.
 Hillon, F. P., S. C. 4c.
 Hillard, A. L., C. Q. M.
 Hillman, F. J., M. at A. 3c.
 Hirashima, M., W. O. Stw.
 Hite, C. L., B. M. 2c.
 Hogan, J. D., C. P.
 Holland, W. H., F. 2c.
 Hollar, Patrick, F. 1c.
 Holmes, F. T., M. at A. 1c.
 Holzer, Louis, C. P.
 Hood, John, W. T.
 Hoop, H. L., O. S.
 Horan, John, W. T.
 Hornung, C. D., E. 3c.
 Horsfall, Russell, O. S.
 Houde, J. G., O. S.
 Hough, Leon, O. S.
 Howley, W. P., O. S.
 Howard, G. A., Seaman.
 Hughes, Philip, F. 1c.
 Huling, Jasper, O. S.
 Humphrey, W. A., O. S.
 Hurst, John, C. P.
 Huss, J. J., O. S.
 Hutchinson, James, B. 2c.
 Hyden, J. T., C. P.
 Ingham, Stephen, C. B. M.
- Ingram, Edwin, O. S.
 Irvin, C. A., C. P.
 Irvin, C. A., C. P.
 Jackson, Robert, Seaman.
 Jacob, Jacob, O. S.
 Jacobs, J. A., M. A. 3c.
 Jacobs, P. F., C. P.
 Jameson, Albert, S. C. 4c.
 Jarvis, I. J., G. M. 2c.
 Jaynes, K. D., C. P.
 Jefferson, J. J., Seaman.
 Jeffries, G. V., O. S.
 Jenkins, C. L., O. S.
 Jankin, James, Seaman.
 Jensen, N. E., Seaman.
 Jockett, J. J., O. S.
 Josque, Julius, O. S.
 Johnson, Eric, S. M. M.
 Johnson, F. A., O. S.
 Johnson, J. E., S. C. 4c.
 Johnston, D. C., C. P.
 Jones, Adson, F. 2c.
 Jones, F. W., O. S.
 Jones, George, O. S.
 Jones, Paul, Cox.
 Jones, Rufus, M. A. 2c.
 Jones, R. H., F. 1c.
 Jones, W. J., O. S.
 Jones, W. L., O. S.
 Jordan, G. F., C. P.
 Joy, E. O., F. 1c.
 Joyce, George, C. P.
 Juno, F. E., F. 2c.
 Justice, W. F., B. M. 2c.
 Kannegieser, W. J., F. 2c.
 Kaplan, Benjamin, Seaman.
 Kapsa, J. J., G. M. 1c.
 Karle, H. C., S. F. 2c.
 Keegan, J. J., Cox.
 Keller, Martin, C. P.
 Kelley, James, F. 1c.
 Kelly, James, C. P.
 Kemmer, C. W., O. S.
 Kern, W. F., O. S.
 Ketcham, Nat., O. S.
 Kibler, C. P., O. S.
 Kieler, R. J., F. 1c.
 Kiley, J. D., O. S.
 Kim, Lau, M. A. 3c.
 King, B. W., F. 1c.
 King, C. H., M. A. 2c.
 King, David, C. P.
 King, R. E., F. 2c.
 Kirby, J. E., O. S.
 Ketchingman, Geo., Swgt.
 Klecka, J. J., Seaman.
 Kline, D. R., O. S.
 Knebel, Sol, O. S.
 Knoblich, Paul, Seaman.
 Knoblock, W. C., G. M. 3c.
 Knowles, H. P., H. A. 1c.
 Koenig, P. J., C. P.
 Koon, W. H., O. S.
 Kopp, E. L., Seaman.
 Kossarek, Edward, O. S.
 Krueger, Max, C. G. M.
 Kubinski, S. S., Seaman.
 Kurz, William, O. S.
 Lajoie, Joseph, B. 2c.
 Lambert, B. W., C. M. M.
 Lambertini, Guido, M. 1c.
 Lamoreaux, G. A., M. 2c.
 Landers, J. E., O. S.
 Landskron, F. C., Ch. El.
 Langrell, Horace, O. S.
 Laskon, W. F., O. S.
 LaTart, J. E., O. S.
 Lavan, G. H., Ch. Yeo.
 Lawler, James, Cox.
 Lebewitz, William, F. 2c.
 Lecestre, L. C., Cox.
 Lee, J. J., F. 1c.
 Legnon, R. N., Seaman.
 Leppert, Frank, Ch. M. at A.
 Lauenberger, J. F., C. P.
 Lewis, J. H., C. M. 2c.
 Lewis, J. H., F. 2c.

Liggon, Samuel, M. A. 3c.
 Lines, Henry, E. 3c.
 Little, C. P., C. P.
 Ljunggren, Sigurd, Scaman.
 Long James, C. P.
 Long, J. L., O. S.
 Lubelski, Sol, M. 2c.
 Ludwig, Frederick, H. Stw.
 Lutz, George, S. C. 3c.
 Lutz, W. G., B. 1c.
 Lynch, T. J., C. P.
 Maddocks, H. C., C. M. M.
 Maher, E. M., Scaman.
 Mahoney, E. A., M. M. 2c.
 Malone, Roy, O. S.
 Maloney, W. J., M. 1c.
 Mann, R. G., C. M. 2c.
 Marble, L. M., H. App.
 Markert, E. J., F. 2c.
 Marotto, Matthew, G. M. 1c.
 Martin, Ernest, M. A. 2c.
 Martin, J. W., O. S.
 Martin, M. A., O. S.
 Matlock, C. E., Seaman.
 Mattox, E. A., O. S.
 Maxwell, George, O. S.
 Maxwell, W. H., Seaman.
 May, E. R., Bugler.
 Means, J. S., O. S.
 Medd, W. H., E. 1c.
 Medley, Richard, Seaman.
 Meitzler, C. D., F. 2c.
 Mellin, F. W., Seaman.
 Meng, L. W., O. S.
 Meredith, H. B., O. S.
 Merritt, A. L., Seaman.
 Messick, L. R., O. S.
 Metz, G. H., Seaman.
 Meyer, H. G., O. S.
 Michaelis, Emil, O. S.
 Michette, J. O., F. 2c.
 Millen, John, F. 2c.
 Milligan, J. A., O. S.
 Miller, A. T., O. S.
 Miller, W. A., O. S.
 Moffatt, S. H., C. P.
 Monahan, P. J., Oiler.
 Moore, J. F., O. S.
 Morgan, J. S., O. S.
 Morton, James, O. S.
 Morton, H. W., C. P.
 Moser, Benjamin, O. S.
 Moss, F. J., Seaman.
 Moylan, J. R., G. M. 3c.
 Mueller, F. A., O. S.
 Mueller, Joseph, O. S.
 Mueller, K. N., O. S.
 Mueller, W. C., Seaman.
 Muench, William, O. S.
 Mullen, C. N., F. 1c.
 Munjeau, Frederick, Seaman.
 Munz, E. W., O. S.
 Murphey, E. R., E. 1c.
 Murphy, F. J., C. M. M.
 Murphy, T. L., E. 2c.
 Muzzy, Everett, F. 2c.
 Macdonald, C. A., Seaman.
 Macdowell, A. M., Seaman.
 MacGeachie, John, O. S.
 McCallum, D. M., O. S.
 McCann, James, F. 1c.
 McCarthy, F. T., Seaman.
 McCarthy, J. J., W. T.
 McCauley, J. A., F. 1c.
 McClay, D. E., Oiler.
 McCord, G. E., Seaman.
 McCormack, J. A., H. A. 1c.
 McCormick, Frank, C. P.
 McCormick, Frank, F. 1c.
 McCormick, Malcolm, O. S.
 McCullough, F. E., Seaman.
 McDonald, A. L., Seaman.
 McDonnell, C. D., O. S.
 McDowell, J. F., O. S.
 McGinnis, E. LeR., Cox.
 McGoldrick, J. S., M. M. 2c.
 McIntyre, W. H., C. P.
 McKenna, W. A., O. S.
 McKenney, Thomas, F. 1c.
 McLaughlin, F. G., O. S.
 McMahon, J. R., Cox.
 McMenomy, J. F., C. P.
 McNair, Bigler, C. P.
 Nickel, F. C., M. M. 2c.
 Nickel, W. F., O. S.
 Nichols, James, O. S.
 Nigg, F. C., B. M. 1c.
 Neely, F. L., W. T.
 Neumann, T. J., O. S.
 Noyes, Frank, F. 2c.
 O'Brien, William, Seaman.
 O'Connor, W. E., Q. M. 3c.
 O'Donnell, Hugh, C. W. T.
 Ogura, Slin, W. R. Cook.
 O'Hara, T. J., P. 1c.
 Okomoto, Jutaro, W. O. Cook.
 Oldham, R. H., Seaman.
 O'Leary, Charles, C. P.
 Oliver, W. E., F. 2c.
 Olson, A. B., O. S.
 Olsson, J. R., Seaman.
 O'Neil, E. A., O. S.
 O'Neil, J. J., S. C. 4c.
 O'Neill, Frank, F. 2c.
 O'Neill, G. J., O. S.
 Orris, O. C., M. M. 1c.
 Osborn, J. D., Bmaker.
 Osborne, O. K., O. S.
 Ostrich, Samuel, O. S.
 Ott, J. C., Seaman.
 Palasxewski, Frank, O. S.
 Palmer, Clifford, Seaman.
 Paris, Clarence, O. S.
 Parker, F. M., O. S.
 Parker, Luster, Q. M. 3c.
 Parsons, Esko, C. P.
 Patterson, S. W., C. P.
 Pauley, F. J., G. M. 3c.
 Perkins, C. N., Seaman.
 Pierce, J. A., B. M. 2c.
 Pinkney, Wardell, M. A. 2c.
 Piorum, Stany, F. 2c.
 Pohlman, Carl, C. C. Stw.
 Polvonasky, George, F. 1c.
 Porter, J. H., Seaman.
 Porter, L. A., O. S.
 Pope, F. J., E. 2c.
 Preston, L. H., O. S.
 Prigge, Jacob, O. S.
 Prince, John, O. S.
 Purvis, J. C., O. S.
 Quan, Lau, M. A. 3c.
 Quimby, J. W., Seaman.
 Rachor, William, F. 1c.
 Raffensperger, R. M., O. S.
 Ray, E. E., Bmaker.
 Reardon, C. M., O. S.
 Reed, J. W., E. 3c.
 Reeder, I. E., O. S.
 Reese, R. E., C. M. 3c.
 Regnier, A. D., C. P.
 Reiley, E. P., F. 1c.
 Reynolds, J. T., M. A. 3c.
 Richardson, E. De V., O. S.
 Richardson, J. A., S. F. 1c.
 Richardson, J. J., O. S.
 Rittensbacher, B. F., Seaman.
 Rivard, Charles, O. S.
 Roberts, H. J., M. A. 2c.
 Robins, L. C., O. S.
 Robinson, M. M., F. 2c.
 Robinson, W. H., C. P.
 Roddy, O. C., H. App.
 Rolleck, S. F., Y. 2c.
 Ross, Charles, F. 1c.
 Ross, L. T., F. 2c.
 Ross, R. J., C. M. M.
 Rostedt, J. E., G. M. 1c.
 Rotranel, E. O., O. S.
 Rozzi, Marco, O. S.
 Rurey, Burdette, E. 3c.
 Rush, J. J., F. 1c.
 Russ, G. R., C. C. M.
 Ryan, C. H., Cox.
 Ryer, H. G., O. S.
 Sanderson, Herbert, O. S.
 Sarti, Robert, C. P.
 Sauerwald, M. E., F. 1c.
 Schomanski, A. J., O. S.
 Schmauss, William, Seaman.
 Schmidt, Frank, O. S.
 Schmitt, C. A., O. S.
 Schoen, Abraham, O. S.
 Schrader, H. C., C. C.
 Schroeder, G. N., P. and F.
 Schultz, J. A., G. M. 3c.
 Scully, John, C. P.
 Setzer, Aubrey, O. S.
 Sexton, William, F. 2c.
 Seymour, M. W., Seaman.
 Shallcross, H. L., O. S.
 Shannon, J. T., M. M. 2c.
 Sharpe, Beddie, C. P.
 Shaw, H. H., M. 2c.
 Shea, Maurice, Seaman.
 Shearer, H. E., M. 2c.
 Sheehan, W. C., W. T.
 Sherman, Henry, C. P.
 Shirey, H. K., Seaman.
 Short, H. W., F. 1c.
 Silcock, Walter, Seaman.
 Simpson, John, F. 2c.
 Sipzer, G. A., O. S.
 Sittneowski, Frank, O. S.
 Slavin, F. A., C. P.
 Smith, C. J., F. 1c.
 Smith, John, Seaman.
 Smith, J. A., Y. 2c.
 Smith, J. L., C. P.
 Smith, L. R., Seaman.
 Smith, Russell, F. 2c.
 Smith, T. W., W. R. Stw.
 Smith, W. R., Seaman.
 Smith, W. O. S.
 Solberg, Albert, Cox.
 Solt, C. W., Seaman.
 Somerville, Phil, M. A. 3c.
 Sopher, Clyde, O. S.
 Sparrow, J. C., O. S.
 Speckhardt, William, C. P.
 Sprague, Elmer, O. S.
 Stevenson, William, C. P.
 Steely, J. R., M. M. 1c.
 Strejc, Charles, C. P.
 Steigelman, D. O., F. 2c.
 Stevens, R. M., Seaman.
 Stewart, W. M., O. S.
 Stickel, John, Seaman.
 Stuart, S. C., O. S.
 Sullivan, J. F., W. T.
 Sullivan, J. H., T. C. 1c.
 Sullivan, P. F., C. P.
 Sullivan, W. J., S. C. 3c.
 Sunden, Henry, C. P.
 Szarleta, Stanley, O. S.
 Szarmanski, L. G., Seaman.
 Talbot, Peter, Seaman.
 Talley, E. L., Seaman.
 Taylor, William, Seaman.
 Taylor, William, O. S.
 Taylor, W. F., C. P.
 Tennant, R. L., S. F. 1c.
 Tharington, J. O., M. A. 2c.
 Thoe, L. E., F. 1c.
 Thomason, S., M. A. 3c.
 Thornton, M. D., O. S.
 Thorp, C. T., O. S.
 Thumma, S. C. V., O. S.
 Thomlinson, C. E., O. S.
 Torricelli, Joseph, C. P.
 Tougas, M. P., B. 2c.
 Traylor, E. H., Seaman.
 Troy, F. O., Cox.
 Troyer, W. L., O. S.
 Truax, T. W., Seaman.
 True, E. G., M. M. 1c.
 Turpocz, J. J., O. S.
 Uppole, J. H., F. 2c.
 VanDovan, G. W., O. S.
 Vincent, A. M., E. 2c.
 Vogt, J. H., O. S.

Von der Haeghen, J., W. T.
 Walberg, E. H., H. A. 1c.
 Wall, H. F., Seaman.
 Walker, R. L., W. T.
 Walls, Edward, O. S.
 Walsh, Frank, Seaman.
 Walsh, George, B. M. 2c.
 Walsh, John, C. P.
 Walters, C. F., M. at A. 3c.
 Walther, G. W., Oiler.
 Ward, R. A., F. 2c.
 Ward, W. H., F. 3c.
 Ward, W. H., F. 1c.
 Warren, C. J., C. P.
 Warrick, C. S., F. 1c.
 Waterhaus, G. H., C. P.
 Waters, F. A., Seaman.
 Waters, O. A., M. 1c.
 Waters, R. L., M. A. 2c.
 Watters, Thomas, O. S.
 Weaver, G. W., Csmth.
 Weber, H. J., O. S.
 Webster, E. A., C. P.
 Weingartner, William, F. 1c.
 Weiss, Samuel, C. P.
 Wells, D. R., O. S.
 Welsh, H. E., F. 1c.
 Werth, G. H., Seaman.
 Wessels, J. F., F. 2c.
 Wesslink, Herman, O. S.
 West, G. W., O. S.
 Westcott, G. A., Y. 3c.
 Whites, Willie, M. A. 3c.
 Wiczorek, R. J., Seaman.
 Wiley, A. L., O. S.
 Wilcox, George, Seaman.
 Willis, R. W., O. S.
 Wilson, Harry, C. P.
 Wilson, Frank, C. P.
 Wilson, J. B., F. 1c.
 Winters, H. A., O. S.
 Wilthank, David, O. S.
 Wiswell, G. W., F. 2c.
 Wood, C. P., O. S.

Wood, H. J., O. S.
 Wolf, Albert, Ptr.
 Worrell, E. V., G. M. 3c.
 Wort, Roy, Q. M. 3c.
 Worthington, J. P., O. S.
 Wright, D. F., O. S.
 Wright, J. B., M. at A. 3c.
 Yenny, John, E. 1c.
 Young, Willie, M. A. 3c.
 Youngblood, B. M., O. S.
 Zike, R. L., F. 2c.
 Zink, G. C., Seaman.
 Zinser, W. G., O. S.
 Zweigler, R. O., Seaman.
 Zwickl, R. A., M. M. 1c.

Marine Guard.

Atkinson, J. P., Private.
 Barber, John, Private.
 Barnett, A. F., Corpl.
 Benjamin, F. R., Private.
 Brewer, E. J., Private.
 Briggs, Alfred, Private.
 Butts, P. M., Private.
 Burdick, A. S., Private.
 Budd, J. W., Private.
 Buck, William, Private.
 Carcy, M. J., Private.
 Carlin, Thomas, Private.
 Cochrane, H. A., Private.
 Colohan, Michael, Corpl.
 Conant, B. W., Private.
 Cunningham, J. W., Private.
 Derner, Walter, Private.
 Downs, Robert, Private.
 Durkin, Henry, Corpl.
 Elliott, Charles, Corpl.
 FitzMaurice, L. J., Private.
 Flagler, Homer, Private.
 Foote, E. L., Trumpeter.
 Friell, John, Private.
 Froehlich, W. G., Private.
 Goben, A. D., Private.
 Goulet, E. J., Corpl.

Gottschalk, L. H., Private.
 Hanks, F. R., Private.
 Hanson, O. L., Private.
 Hagan, LeRoy, Private.
 Heimscath, Alonzo, Private.
 Iverson, C. W., Private.
 Jaspersen, O. L., Private.
 Johnson, J. H., Private.
 Johnston, Norman, G. Sergt.
 Kennedy, A. J., Private.
 Kirkessner, J. L., Private.
 Leary, G. C., Private.
 Long, L. D., Private.
 Mattas, Joseph, Private.
 Miller, Harvey, Private.
 Mills, C. D., Private.
 Moffat, R. W., Private.
 Marsell, J. A., Drummer.
 Mowry, John, Private.
 Mowry, O. F., Private.
 Mudge, W. R., Corpl.
 McCarthy, W. J., Private.
 McCauley, M. D., Private.
 McGirr, R. J., Private.
 McClellan, Clare, Private.
 Noon, J. J., Private.
 O'Connor, J. A., Private.
 Pierce, J. J., Private.
 Powless, Moses, Private.
 Pratt, M. C., Private.
 Scott, E. G., Private.
 Seibert, E. W., Private.
 Smith, G. H., Private.
 Staley, W. J., Private.
 Suffron, J. R., Private.
 Thompson, D. P., Private.
 Toole, John, Private.
 Vandenberg, P. G., Corpl.
 Vandenburg, H. L., Private.
 Walsh, M. L., Private.
 Waters, C. H., Private.
 Whidden, E. L., Private.
 Williams, W. R., Private.
 Wright, H. C., Private.



THE UNITED STATES BATTLESHIP ALABAMA.
Flagship of Rear Admiral C. S. Sperry, commanding Second Squadron, Captain T. deW. Veeder, commanding.

UNITED STATES BATTLESHIP ALABAMA.

Flagship of Fourth Division.
 Builders, Cramps.
 Launched May, 1898.
 Completed —, 1900.

Normal displacement, 11,552 tons. Full load displacement, 12,150 tons. Length at water-line, 363 feet. Beam, 72 feet. Mean draught, 23½ feet.

Guns:

4 13-inch, 35 Cal.
 14 6-inch, 40 Cal.
 6 6-pounders.
 6 6-pounders, Semi-Automatic.
 4 1-pounders.
 4 1-pounders, Automatic.
 4 Colts.
 2 Field Guns, 3-inch.
 4 Torpedo Tubes, 18-inch.

Armor:

16½"-14" Belt.
 4" Belt (bow).
 4" Deck (slopes).
 12" Bulkhead.
 14" Turrets.
 15"-10" Turret Bases.
 5¼" Lower Deck.
 5¼" Battery.
 6" Casements.
 10" Conning Tower.

Machinery, Two sets vertical triple expansion, 16-cylinders; 2 screws. Boilers: Cylindrical; 8 single ended. Designed H. P. 10,000, equal 16 knots. Coal: Normal, 850 tons; maximum, 1,450 tons.

REAR ADMIRAL CHARLES S. SPERRY, U. S. NAVY.

COMMANDER OF FOURTH DIVISION.

U. S. S. Alabama, Flagship.

PERSONAL STAFF.

Lieut. D. W. Wurtsbaugh, U. S. N. - - - - - Aid—Flag Lieutenant.
 Ensign H. Powell, U. S. N. - - - - - Aid—

Captain T. E. DeW. Veeder.
 Lieut.-Comdr. T. P. Magruder.
 Lieut.-Comdr. C. B. McVay, Jr.
 Lieutenant R. I. Curtin.
 Lieutenant E. Woods.
 Lieutenant B. I. Bulmer.
 Lieutenant H. E. Cook.
 Ensign H. H. Michael.
 Ensign B. K. Johnson.
 Ensign L. Minor.
 Midshipman H. N. Jensen.
 Midshipman A. S. Rees.
 Midshipman C. A. Bonvillian.
 Midshipman J. B. Rhodes.
 Midshipman L. M. Stevens.
 Midshipman J. W. Lewis.
 Midshipman R. T. Keiran.

Midshipman A. S. Farquhar.
 Midshipman F. M. Knox.
 Midshipman E. C. Kittel.
 Surgeon L. L. Von Wedekind.
 P. A. Surgeon F. W. S. Dean.
 Paymaster F. B. Colby.
 Captain J. McE. Huey, U. S. M. C.
 2d Lieut. J. R. Horton, U. S. M. C.
 Boatswain J. A. Riley.
 Chief Gunner W. G. Smith.
 Gunner E. Swanson.
 Chief Carpenter C. Thompson.
 Warrant Machinist A. A. Hawley.
 Warrant Machinist G. W. Byrne.
 Warrant Machinist W. P. Davis.
 Pay Clerk J. Reay.

Adams, John, O. S.
 Allen, W. L., M. Att. 3c.
 Allen, Grant, F. 2c.
 Allison, C. J., G. M. 1c.
 Allridge, W. H., O. S.
 Anderson, John, M. at A. 2c.
 Anderson, Henry, S. M. M.
 Anderson, F. S., O. S.
 Arndt, A. H., O. S.
 Arnold, C. B., C. P.
 Ashton, John, Mus. 2c.
 Aultman, G. E., O. S.
 Amons, H. E., C. P.
 Baker, Henry, O. S.
 Ballew, J. H., Yeo. 3c.
 Balz, Frederick, Cox.
 Barie, Louis, F. 2c.
 Barbel, Nicholas, O. S.
 Barr, Joseph, Seaman.
 Barta, H. F., C. M. 2c.
 Bateman, H. W., C. P.
 Bauer, J. J., Seaman.
 Bauer, A. G., Seaman.
 Bayer, Max, Ch. M. M.
 Beard, James, F. 1c.
 Becker, James, W. O. Cook.
 Begley, Cornelius, F. 1c.
 Belanger, J. A., Seaman.

Bengtson, O., Ch. M. at A.
 Bell, A. H., O. S.
 Beltz, J. W., C. P.
 Bennett, Robert, O. S.
 Benson, J. H., P. and F.
 Bevensee, John, O. S.
 Biehle, J. A., Swright.
 Biehler, Joseph, C. P.
 Bigham, J. L., B. M. 1c.
 Bishop, J. G., O. S.
 Bishop, C. F., O. S.
 Black, G. A., O. S.
 Black, William, Bkr. 2c.
 Bloom, J. E., O. S.
 Blount, R. H., O. S.
 Bogart, William, F. 2c.
 Bohmie, G. F., O. S.
 Bond, L. D., El. 3c.
 Booher, O. A., O. S.
 Borman, Frederick, Cox.
 Bragg, E. C., O. S.
 Brammall, John, F. 2c.
 Brauer, E. C., O. S.
 Braun, Curt, M. M. 1c.
 Brennan, J. A., F. 2c.
 Brookman, C. W., C. P.
 Brian, J. W., C. P.
 Bright, J. K., O. S.

Brothers, P. U., C. P.
 Brotherton, J. E., O. S.
 Brown, Isaiah, Str. Stw.
 Balis, Joseph, O. S.
 Brenner, Samuel, B. Master.
 Brown, Charles, O. S.
 Burchett, S. D., Q. M. 3c.
 Burke, William, El. 3c.
 Burnett, J. E., O. S.
 Burnett, R. L., O. S.
 Burns, B. F., Oiler.
 Burrell, Stephen, Seaman.
 Burroughs, W. D., C. P.
 Bursill, Jerry, Ch. G. M.
 Burton, Ivan, O. S.
 Burwell, C. E., C. P.
 Bussert, T. M., C. P.
 Butler, W. LeR., F. 1c.
 Bundy, E. H., O. S.
 Buzan, W. LeR., O. S.
 Byers, J. D., Jr., O. S.
 Byrdson, Edw., M. Att. 3c.
 Blessman, T. G., Seaman.
 Cain, P. J., O. S.
 Cairns, Alexander, Jr., C. P.
 Caldwell, A. C., M. M. 1c.
 Carney, C. R. Q., Mus. 2c.
 Carroll, David, B. M. 1c.

Carlson, C. A., El. 3c.
 Carlton, William, Jr., O. S.
 Carmen, R. G., F. 2c.
 Carpenter, H. A., O. S.
 Carretto, Emile, M. Att. 3c.
 Carroll, P. J., C. P.
 Cates, S. F., Seaman.
 Casey, Ora, O. S.
 Cassidy, M. F., O. S.
 Cills, W. J., Mus. 1c.
 Clark, B. R., O. S.
 Clark, J. E., F. 1c.
 Claussen, A. J., C. P.
 Clifford, L. T., O. S.
 Clour, E. J., O. S.
 Cobb, J. K., M. M. 2c.
 Cook, Everett, O. S.
 Collier, J. W., O. S.
 Collins, William, Ch. Q. M.
 Cole, H. L., M. Att. 2c.
 Cole, C. P., Ch. Q. M.
 Coomes, R. C., O. S.
 Cooper, E. W., El. 2c.
 Condit, C. M., Seaman.
 Conlon, M. H., F. 2c.
 Cossgrove, J. M., O. S.
 Conway, Robert, Oiler.
 Corkery, M. J., Seaman.
 Cox, M. J., Ch. T. C.
 Cullen, Patrick, F. 2c.
 Curtin, Jeremiah, S. Cook. 3c.
 Cramer, E. S., Yeo. 2c.
 Crangle, Harry, O. S.
 Crumbley, W. M., O. S.
 Czernewski, J. P., F. 1c.
 Dallaster, Peter, C. P.
 Dallmann, William, Jr., O. S.
 Dale, H. S., O. S.
 Daniels, P. T., C. P.
 Day, J. J. A. G. F., C. P.
 Davis, G. H., Csmth.
 Davis, H. M., Yeo. 3c.
 Deakins, W. O., O. S.
 Dempsey, R. W., O. S.
 Desmore, A. J., C. P.
 Dessler, Theodore, C. P.
 Dettmer, Henry, O. S.
 Devlin, T. P., Bmaker.
 DeWitt, J. F., Cox.
 Dice, J. D., M. M. 2c.
 Dieterich, W. F., Yeo. 2c.
 Dieudonne, E. L., G. M. 2c.
 Dillman, Rudolph, Ch. Yeo.
 Dingman, E. A., Seaman.
 Doeblar, W. G., M. M. 2c.
 Doherty, J. J. R., El. 3c.
 Dolsen, F. F., O. S.
 Dolph, Samuel, O. S.
 Donnelly, F. H., O. S.
 Donnelly, J. J., C. P.
 DosSantos, E. A., W. R. Stw.
 Drew, W. H., M. M. 2c.
 Duer, Ernest, O. S.
 Dugan, Richard, Oiler.
 Dugdale, A. D., O. S.
 Duggan, W. F., Oiler.
 Dunham, Edmond, Q. M. 1c.
 Dunn, H. L., O. S.
 Durgin, C. E., O. S.
 Durkin, M. F., G. M. 3c.
 Dwyer, W. J., C. P.
 Dockery, J. M., O. S.
 Radie, Thomas, O. S.
 Earl, C. T., O. S.
 East, C. H., O. S.
 Edwards, J. R., O. S.
 Eiser, W. J., O. S.
 Eldridge, Aaron, El. 2c.
 Embeck, F. A., O. S.
 Enskart, George, Oiler.
 Erickson, Alfred, Ch. C. M.
 Eshie, Gisaburo, Cab. Stw.
 Evans, Charles, C. P.
 Eves, R. H., Ch. El.
 Fahning, J. C., O. S.
 Farrell, John, O. S.
 Farrell, C. F., C. P.
 Farris, Robert, El. 3c.
 Fauroat, E. T., Q. M. 2c.
 Faust, G. H., O. S.
 Fenn, C. E., C. P.
 Fenton, C. S., O. S.
 Fenton, J. J., Bkr. 1c.
 Fielding, Vernon, O. S.
 Final, G. L., O. S.
 Fisher, Leon, M. M. 2c.
 Fisher, C. E., M. M. 1c.
 Fisher, Edwin, O. S.
 Flach, A. L., C. P.
 Fogle, Arthur, F. 1c.
 Forrest, D. C., C. P.
 Foulks, G. W., O. S.
 Frazier, A. J., O. S.
 Freed, A. E., Q. M. 2c.
 Freed, C. H., O. S.
 Frohock, G. H., Seaman.
 Fulghum, C. R., Seaman.
 Gallagher, W. S., Ch. El.
 Galvin, J. F., F. 2c.
 Gamble, John, El. 3c.
 Gannon, James, O. S.
 Gardner, A. W., Bkr. 1c.
 Geer, E. E., G. M. 1c.
 Geiser, L. J., O. S.
 George, L. C., O. S.
 Gerber, August, 1st Mus.
 Gibson, J. J., Mus. 2c.
 Giermann, F. W., M. M. 2c.
 Gilbert, J. D., O. S.
 Gilrairie, Patrick, C. P.
 Glassey, J. F., Seaman.
 Glennon, John, Cox.
 Goodlett, B. J., M. Att. 3c.
 Gosden, H. S., O. S.
 Gosnell, Harry, O. S.
 Gould, I. A., O. S.
 Granze, Francis, Seaman.
 Green, C. C., F. 2c.
 Gregg, O. T., O. S.
 Geimer, L. M., O. S.
 Griffith, H. C., O. S.
 Griffin, T. H., O. S.
 Griggs, Bruce, O. S.
 Grissing, Henry, O. S.
 Grove, Ernest, O. S.
 Grundahl, J. C., O. S.
 Gueguen, J. J., S. Cook 4c.
 Grunlock, M. VanB., O. S.
 Grundahl, Frank, B. M. 2c.
 Hagen, Carl, O. S.
 Hahnel, P. W., El. 2c.
 Halverson, Harold, O. S.
 Hall, H. W., Bugler.
 Halle, Louis, M. M. 2c.
 Hamill, J. E., O. S.
 Hammer, Edward, C. P.
 Hammerle, H. H., Mus. 2c.
 Hanigan, C. C. M., H. Stw.
 Harney, J. P., O. S.
 Hannigan, W. F., O. S.
 Harris, S. J., Seaman.
 Harris, Saul, El. 3c.
 Harter, H. H., O. S.
 Hartmann, George, Seaman.
 Hartmann, G. J., Seaman.
 Harvey, W. E., O. S.
 Hawk, L. N., C. P.
 Hawkins, B. W., Seaman.
 Hazzard, J. D., O. S.
 Heath, M. C., Q. M. 2c.
 Hebron, Philip, Cab. Cook.
 Helderstay, G. R., O. S.
 Henderson, W. J., O. S.
 Henery, William, C. P.
 Hess, George, C. P.
 Higgins, John, Seaman.
 Higgs, Joe, O. S.
 Hilliard, W. R., Yeo. 3c.
 Hitchcock, H. L., O. S.
 Hixson, B. E., O. S.
 Hocking, H. A., Bkr. 2c.
 Holden, C. W., Cox.
 Hornish, F. E., Seaman.
 Houghon, Thomas, C. P.
 Houghton, W. E., O. S.
 Howard, Lloyd, M. Att. 3c.
 Howell, J. E., O. S.
 Houchens, W. B., Mus. 2c.
 Hubbard, H. R., Yeo. 2c.
 Hudson, H. C. P.
 Huellmeyer, B. H., O. S.
 Hughes, Cash, M. M. 2c.
 Hughes, H. J., O. S.
 Hunt, Howard, Seaman.
 Hussey, J. W., El. 3c.
 Husted, R. E., Seaman.
 Hand, R. J., C. P.
 Iden, O. G., Seaman.
 Inda, J. J., O. S.
 Jackman, M. S., El. 3c.
 Jackson, C. L., O. S.
 Jacobi, L. H., C. P.
 Jeffris, B. W., M. Att. 2c.
 Jobe, J. J., F. 1c.
 Johnson, James, Ch. B. M.
 Johnson, M. W., O. S.
 Johnson, Richd., W. O. Stw.
 Johnson C., M. Att. 3c.
 Johnson, W. A., O. S.
 Jones, R. A., El. 3c.
 Jones, W. N., Seaman.
 Josek, Harry, O. S.
 Joyce, A. L., Seaman.
 Joyce, J. W., O. S.
 Juergens, F. W., O. S.
 Juilliat, A. F., O. S.
 Justitz, R. W. F., O. S.
 Keefe, W. J., F. 1c.
 Kelch, H. T., O. S.
 Kelley, T. P., Ch. M. M.
 Kelly, John, W. Tndr.
 Kelly, Edward, S. Cook 1c.
 Kerwin, J. M., Seaman.
 Keyes, J. S., O. S.
 Kibbe, W. S., O. S.
 Killingsworth, W. J., Sea.
 Kilpatrick, James, O. S.
 Kilkelly, C. V., O. S.
 Kimmel, E. T., C. P.
 King, C. H., G. M. 1c.
 King, G. H., O. S.
 King, James, O. S.
 Kinney, I. N., F. 2c.
 Kipfer, Otto, Seaman.
 Kiracofe, S. W., Cox.
 Kirby, D. L., O. S.
 Krueger, E. C., M. M. 1c.
 Knack, E. L., O. S.
 Kneppshield, S. McB., O. S.
 Kust, John, C. P.
 Labuda, Frank, O. S.
 Lake, William, G. M. 1c.
 Lake, C. P., Blksmith.
 Lambert, J. C., O. S.
 Landro, C. J., O. S.
 Landsberg, F. J., O. S.
 Landsman, Charles, O. S.
 Lanier, H. N., O. S.
 Lattig, H. E., F. 2c.
 Lou E. H., O. S.
 Lawrence, Hiram, F. 1c.
 Lawton, G. W., F. 1c.
 Layton, C. O., O. S.
 Leary, T. F., Ch. W. Tndr.
 LeClare, Ralph, Cox.
 Lee, V. C., Bugler.
 Lee, W. F., C. P.
 Leeti, H. E., H. App.
 Leshar, Harry, O. S.
 Leutritz, G. A. C., B. M. 1c.
 Lewis, S. I., M. Att. 3c.
 Lilienthal, J. W. F., C. P.

- Lilly, C. L., O. S.
 Lindsey, C. F., O. S.
 Littlefield, C. L. M. at A. 3c.
 Lloyd, W. C., Cox.
 Lockard, J. W., C. P.
 Locke, W. C., O. S.
 Lonergan, W. J., Q. M. 3c.
 Long, J. E., O. S.
 Louis, C. A., O. S.
 Lynch, D. S., O. S.
 Lynott, Samuel, M. M. 2c.
 Lyons, Samuel, O. S.
 Maddux, A. B., O. S.
 Mair, W. C., El. 1c.
 Malone, E. L., Seaman.
 Manchester, F. L., O. S.
 Mapes, Frank, Seaman.
 Marks, R. C., F. 2c.
 Marnell, J. A., Oiler.
 Marquardt, A. H., Cox.
 Martin, Adeland, G. M. 1c.
 Martin, Edward, C. P.
 Matthews, W. G., M. Att. 3c.
 Medley, H. E., O. S.
 Melcer, Joseph, Cox.
 Memmer, J. C., O. S.
 Meyers, W. G., C. P.
 Miller, C. A., O. S.
 Miller, David, Cox.
 Miller, F. E., O. S.
 Millinger, August, O. S.
 Minor, W. H., F. 1c.
 Mitchell, H. E., P. and F.
 Mitchell, G. E., O. S.
 Moeller, Frederick, M. M. 1c.
 Monroe, J. E., Oiler.
 Monroe, A. E., C. P.
 Moore, William, S. Cook 4c.
 Moran, John, Jr., G. M. 1c.
 Moreland, W. H., O. S.
 Morris, F. W., C. P.
 Mouw, Andrew, O. S.
 Maahed, G. S., M. M. 2c.
 Mulholland, T. P., F. 2c.
 Mullen, Stephen, C. P.
 Murphy, J. J., Seaman.
 McCarthy, W. J., Oiler.
 McCormack, W. G., F. 1c.
 McDonald, J. J., O. S.
 McDonald, J. L., Seaman.
 McDonnell, A. P., F. 2c.
 McElroy, Bernard, O. S.
 McGivern, Bernard, O. S.
 McGuigan, J. J., C. P.
 McKaig, H. C., Seaman.
 McKenna, W. H., Ch. Yeo.
 McKiever, J. G., S. F. 1c.
 McKinney, John, C. P.
 McKinney, William, C. P.
 McLaughlin, M. W., Cox.
 McLeod, George, Seaman.
 McNamee, J. V., O. S.
 McNellie, W. J., O. S.
 McPhail, D. B., G. M. 2c.
 Nalepinski, John, C. P.
 Negro, Giacomo, Mus. 1c.
 Nelson, J. W., C. P.
 Newman, R. S., O. S.
 Nocilla, Joseph, S. Cook 3c.
 Norman, J. G., F. 2c.
 O'Brien, Harry, C. P.
 O'Brien, J. J., F. 1c.
 O'Connell, J. J., C. P.
 Offer, Harry, Cab. Stw.
 Ogle, G. W., O. S.
 Ordway, J. H., Seaman.
 Orr, J. T., O. S.
 Orloff, G. C., C. P.
 Osgood, F. R., C. P.
 Ostrowski, J. J., Q. M. 1c.
 Page, I. M., M. M. 2c.
 Parker, W., C. P.
 Parker, Paul, Seaman.
 Parker, V. F., O. S.
 Peck, L. A., O. S.
 Pederson, C. V., M. M. 2c.
 Perry, J. F., O. S.
 Peters, J. J., O. S.
 Peters, L. E., O. S.
 Peterson, P. H., Mus. 2c.
 Pfeiffer, Albert, Mus. 1c.
 Phillips, H. W., Jr., M. Att. 3c.
 Phinney, E. H., Ch. Cm. Stw.
 Pierson, F. F., Yeo. 1c.
 Pinkerton, H. A., Ch. T. C.
 Pittius, J. H., S. Cook 2c.
 Planck, W. L., F. 1c.
 Plym, P. E., C. M. 3c.
 Poe, Homer, Mus. 2c.
 Pomeroy, J. W., F. 2c.
 Ponton, W. B., C. P.
 Prinzbach, J. A., O. S.
 Proffitt, W. D. R., H. App.
 Quackenbush, D. F., O. S.
 Quirk, W. E. A., Seaman.
 Raatz, O. A., Ptr. 2c.
 Rafferty, F. J., O. S.
 Ralston, J. B., O. S.
 Ramboo, Theodore, O. S.
 Rathbone, H. L., F. 2c.
 Ray, F. T., C. P.
 Reed, E. G., C. P.
 Reeves, Kenneth, M. Att. 3c.
 Reichel, Harlie, S. Cook 4c.
 Reinbold, J. A., C. P.
 Reinhart, F. B., F. 2c.
 Resek, A. P., Cox.
 Rhoads, D. LaM., O. S.
 Riggs, C. D., Seaman.
 Ripari, Luigi, M. Att. 2c.
 Riley, V. S. G., M. Att. 1c.
 Riston, T. R., C. P.
 Roane, Thomas, Cab. Cook.
 Robertson, H. H., O. S.
 Robertson, C. E., F. 1c.
 Robinson, K. A., O. S.
 Robison, A. E., O. S.
 Roche, Richard, B. M. 1c.
 Rockett, P. R., O. S.
 Rodowsky, J. J., O. S.
 Rogers, G. C., Seaman.
 Roff, Frank, F. 1c.
 Ross, John, Ch. B. M.
 Roux, Philip, O. S.
 Rowe, P. E., O. S.
 Roy, J. J., Mus. 2c.
 Ruddy, E. L., C. P.
 Rush, A. L., C. P.
 Rust, F. A., C. P.
 Ryan, W. G., Ch. W. Tndr.
 Ryle, W. W., O. S.
 Sabol, J. A., O. S.
 Sage, Frank, C. P.
 Sampson, W. H., W. O. Cook.
 Sanna, A. D., Mus. 2c.
 Sattler, Herman, Ch. M. M.
 Saxton, William, F. 2c.
 Scandaes, C., Q. M. 1c.
 Schanze, Charles, O. S.
 Scherf, Charles, O. S.
 Schrenk, Ernest, Seaman.
 Schultz, W. F., Seaman.
 Schweers, E. R., C. P.
 Sebring, C. R., O. S.
 Seeds, Herman, O. S.
 Sentell, Harry, O. S.
 Sessions, C. W., O. S.
 Shappell, C. F., O. S.
 Shaut, H. H., C. P.
 Shaw, J. A., Seaman.
 Shaw, F. D., C. P.
 Shofer, Harry, O. S.
 Shrenmer, Frank, O. S.
 Shuger, H. A., O. S.
 Simmons, Charles, M. Att. 3c.
 Simmons, Isaac, O. S.
 Simmons, E. W., O. S.
 Slagle, J. L., Bugler.
 Sliter, H. J., C. P.
 Smarsik, Julius, Ch. W. Tndr.
 Smith, E. P., O. S.
 Smith, T. A., El. 3c.
 Smith, J. W., O. S.
 Smith, G. W., C. P.
 Smith, I. A., O. S.
 Smith, Cecil, Mus. 2c.
 Snyder, C. L., O. S.
 Spade, O. S., O. S.
 Spangler, E. A., O. S.
 Sparkman, A. H., C. P.
 Spencer, Ernest, O. S.
 Sperry, L. H., O. S.
 Spray, J. S., Seaman.
 Stallman, G. H., O. S.
 Starnes, F. W., O. S.
 Stevens, A. E., C. M. 1c.
 Stewart, Frederick, F. 2c.
 Stockwell, W. H., Seaman.
 Stoebe, J. H., Seaman.
 Stout, Frank, Jr., C. P.
 Stover, U. P., O. S.
 Strack, F. W., C. P.
 Streeter, Robert, F. 2c.
 Stringham, Clarence, O. S.
 Strobble, J. W., C. P.
 Stuart, A. S., M. M. 2c.
 Stumborg, E. H., C. P.
 Stump, O. H., Seaman.
 Sullivan, F. E., Bugler.
 Sullivan, Cornelius, Bmaker.
 Sullivan, John, C. P.
 Sullivan, J., Ch. W. Tndr.
 Swader, G. W., F. 2c.
 Swan, J. A., O. S.
 Swenson, J. A., S. F. 2c.
 Strasky, William, O. S.
 Tanaka, Tarre, W. R. Cook.
 Taylor, F. C., Seaman.
 Taylor, Elmer, O. S.
 Taylor, D. L., O. S.
 Teeling, T. L., Seaman.
 Thackston, H. C., O. S.
 Thayer, E. L., Ch. Yeo.
 Thomas, Louis, O. S.
 Thompson, O. W., O. S.
 Thompson, F. B., O. S.
 Thompson, J. A., F. 2c.
 Thompson, F. A., C. P.
 Thoresen, Olaf, B. M. 2c.
 Thornton, T. J., O. S.
 Throckmorton, L. E., O. S.
 Thurkew, Gustav, C. P.
 Tighe, Dennis, M. at A. 2c.
 Tobin, John, Ch. G. M.
 Toby, G. E., O. S.
 Toland, J. C., O. S.
 Townsend, W. H., H. App. 1c.
 Trahan, E. H., O. S.
 Trahan, J. L., O. S.
 Trayer, G. E., O. S.
 Tripp, J. M., Blksmith.
 Turbett, James, G. M. 3c.
 Tuthill, G. H., O. S.
 Tople, E. J., Cox.
 Unsworth, Frank, O. S.
 VanWagner, W. H., Seaman.
 Verril, C. W., M. at A. 3c.
 Vinal, F. L., O. S.
 Wade, T. S., H. App.
 Wade, H. J., Cox.
 Wagner, E. M., Cox.
 Wagner, E. E., O. S.
 Wake, C. J., O. S.
 Wallen, A. C., Yeo. 2c.
 Walsh, O. E., O. S.
 Ward, M. G., O. S.
 Ward, H. N., Mus. 2c.
 Washington, A. K., M. Att. 3c.
 Waters, George, F. 2c.
 Wayson, L. S., C. P.
 Welch, C. M., O. S.
 Weinhold, Herbert, Ptr. 3c.
 Wells, J. D., O. S.
 Wendt, J. E., M. M. 1c.

Werner, I. H., Printer.
 Wesenberg, A. B., O. S.
 White, E. L., O. S.
 White, S. A., Seaman.
 Whiteside, T. F., El. 2c.
 Wiker, H. J., G. M. 3c.
 Wildberger, C. R., O. S.
 Williams, H. B., Cox.
 Williams, F. M., O. S.
 Williams, A. N., Ch. Yeo.
 Williams, John, F. 2c.
 Willsey, F. B., C. P.
 Wilmot, G. E., O. S.
 Wilson, J. J., C. P.
 Wilson, E. J., F. 2c.
 Winter, Leslie, O. S.
 Witmer, J. A., O. S.
 Wool, Rudolf, Seaman.
 Woods, E. J., O. S.
 Woods, Hubert, M. Att.
 Wright, K. F., M. M. 2c.
 Wurtz, A. J., O. S.
 Wyckoff, C. H., C. M. 1c.
 Wyman, I. C., O. S.
 Worden, J. H., Jr., O. S.
 Young, M. R., O. S.
 Young, C. S., O. S.
 Yerovich, Abraham, O. S.
 Yhalkee, A. J., O. S.
 Zimmerman, G. A., O. S.
 Zinda, J. L., O. S.
 Zoost, J. A., M. M. 1c.

Marine Guard.

Anderson, F., Private.

Avery, G. L., Private.
 Bailess, O. F., Corpl.
 Baker, W. F., Private.
 Beilman, A. J., Corpl.
 Bell, C. A., Private.
 Blevins, U., Private.
 Brown, L., Private.
 Bradley, J., Private.
 Brasher, S. T., Private.
 Brady, A. D. B., Private.
 Byrd, B. I., Private.
 Caufield, A., Private.
 Connors, W. F., Private.
 Coughlin, W. M., Private.
 Cosgrove, W. F., Private.
 Daniels, J., Private.
 Davis, A. W., Private.
 Dobinski, J. J., Private.
 Drake, W. A., Private.
 Embley, P. E., Private.
 Engan, W. F., Private.
 Finan, T., Sergt.
 Figgins, F., Private.
 Foote, A. W., Private.
 Garriott, C., Corpl.
 Gedney, G. A., Private.
 Gibb, J., Private.
 Gorsline, H. L., Private.
 Gordon, A., Private.
 Griffith, R., Private.
 Grates, H. C., Private.
 Griffin, J. J., Private.
 Haas, A., Private.
 Heitman, W. N., Private.

Higgins, E. J., Private.
 Hobbs, J. S., Private.
 Holloway, W. J., Private.
 Janes, W. H., Private.
 Jenkins, J. T., 1st Sergt.
 Johnson, J. J., Private.
 Jones, W. G., Private.
 King, G. J., Private.
 Lavalley, H. H., Private.
 Lester, G. R., Private.
 Linnehan, J. J., Private.
 MacDougal, J. A., Private.
 McLaughlin, J. F., Private.
 McManmon, P., Corpl.
 Marks, J., Sergt.
 Mondelle, L., Trumpeter.
 Mosley, F. B., Private.
 Monek, H., Private.
 Morris, G., Private.
 Muller, F., Private.
 Nale, H. E., Private.
 Pfrommer, F., Private.
 Powell, E., Private.
 Short, R. W., Private.
 Student, A., Private.
 Swortez, F., Private.
 Synnott, J. A., Private.
 Tegart, C. A., Private.
 Vermillion, C. N., Private.
 Wertsbaugh, J. R., Private.
 Wilson, D. C., Private.
 Wilson, L. R., Private.
 Wittort, S., Private.
 Wilkinson, E. A., Private.



THE UNITED STATES BATTLESHIP ILLINOIS.

Captain J. M. Bower, commanding.

UNITED STATES BATTLESHIP ILLINOIS.

Builders, Newport News.
Launched October, 1898.
Completed —, 1901.

Normal displacement, 11,552 tons. Full load displacement, 12,150 tons. Length at water-line, 368 feet. Beam, 72 feet. Mean draught, 23½ feet.

Guns:

4 13-inch, 35 Cal.
14 6-inch, 40 Cal.
6 6-pounders.
6 6-pounders, Semi-Automatic.
4 1-pounders.
4 1-pounders, Automatic.
4 Colts.
2 Field Guns, 3-inch.
4 Torpedo Tubes, 18-inch.

Armor:

16½"-14" Belt.
4" Belt (bow).
4" Deck (slopes).
12" Bulkhead.
14" Turrets.
15"-10" Turret Bases.
5¼" Lower Deck.
5¼" Battery.
6" Casements.
10" Conning Tower.

Machinery, Two sets vertical triple expansion, 3-cylinders; 2 screws. Boilers: Cylindrical; 8 single ended. Designed H. P. 10,000, equal 16 knots. Coal: Normal, 850 tons; maximum, 1,450 tons.

Captain J. M. Bowyer.
Lieut.-Comdr. A. T. Long.
Lieut.-Comdr. L. D. de Steiger.
Lieut.-Comdr. H. A. Pearson.
Lieutenant V. S. Houston.
Lieutenant F. J. Horne, Jr.
Lieutenant G. W. Steele.
Ensign C. H. Bullock.
Ensign C. A. Richter.
Ensign R. C. MacFall.
Ensign A. W. Sears.
Midshipman G. S. Bryan.
Midshipman A. L. Bristol.
Midshipman G. A. Alexander.
Midshipman G. E. Lake.
Midshipman C. H. J. Keppler.
Midshipman R. Jacobs.

Midshipman L. H. Maxfield.
Midshipman B. B. Taylor.
Midshipman L. J. Gulliver.
Midshipman H. L. Spencer.
Surgeon E. M. Shipp.
P. A. Surgeon C. M. Oman.
Paymaster G. W. Reeves, Jr.
Captain A. S. Williams, U. S. M. C.
1st Lieut. F. S. Wittze, U. S. M. C.
Boatswain J. P. Judge.
Chief Gunner H. Campbell.
Gunner H. Adams.
Act. Carpenter S. C. Burgess.
Warrant Machinist A. Gibson.
Warrant Machinist A. Peterson.
Warrant Machinist H. I. Edwards.
Pay Clerk G. W. Masterton.

Masters-At-Arms.

Bertram, David, Ch. M. at A.
Powers, J. A., M. at A. 1c.
Cullen, J. J., M. at A. 2c.
Hunt, Fred. M. at A., 3c.
Meyers, Henry, M. at A., 3c.
McCool, William, M. at A. 3c.

Boatswain's Mates.

Botcher, R. D., Ch. B. M.
Whalen, J. E., Ch. B. M. 1c.
Hansen, Einar, B. M. 1c.
Moss, J. J., B. M. 1c.
Rvan, John, B. M. 1c.
Becker, P. A., B. M. 2c.
Blacker, W. K., B. M. 2c.
Hanna, Ralph, B. M. 2c.
Husoen, O. E., B. M. 2c.
Ingelsby, Frank, B. M. 2c.
Peterson, Axel, B. M. 2c.
Sullivan, P. J., B. M. 2c.

Coxswains.

Bedard, Eugene, Cox.
Cheney, H. H., Cox.
Dav. Frank, Cox.
Dempster, W. E. D., Cox.
Harvey, Edward, Cox.
Hennin, T. W., Cox.
Lapointe, J. N., Cox.
Oliver, M. E., Cox.
Shuev, F. F., Cox.
Smith, R. K., Cox.
Strack, O. H. H., Cox.
Sweeney, William, Cox.
Topping, R. H., Cox.

Gunner's Mates.

Calcutt, J. R., Ch. G. M.
Simpson, A. E., Ch. G. M.
Crimley, F. W., G. M. 1c.
Hayes, C. H., G. M. 1c.
Olsen, Chlemmett, G. M. 1c.
Damon, N. L., G. M. 2c.
Deegan, James, G. M. 2c.

Louchman, W. F., G. M. 2c.
Michell, Antoni, G. M. 2c.
Smith, E. R., G. M. 2c.
Hanson, Richard, G. M. 3c.
Howard, Frank, G. M. 3c.
Kirby, C. N., G. M. 3c.
Lodge, Harry, G. M. 3c.
Murray, Edward, G. M. 3c.
Parlaman, P. F., G. M. 3c.
Rack, A. T., G. M. 3c.
Purcell, W. D., G. M. 3c.
Starks, W. B., G. M. 3c.

Turret Captains.

Smith, William, Ch. T. C.
Lagg, A. G., Ch. T. C.

Quartermasters.

Axelson, Carl, Ch. Q. M.
Schonn, John, Ch. Q. M.
Morris, W. H., Q. M. 1c.
Connor, C. D., Q. M. 2c.
Wittmann, Elmer, Q. M. 3c.

Seamen.

Ahearn, William, Seaman.
Albrecht, G. A., Seaman.
Anderson, Albert, Seaman.
Austin, J. S., Seaman.
Baker, Robert, Seaman.
Beer, C. E., Seaman.
Bertram, J. G., Seaman.
Beyer, J. C. C., Seaman.
Biggs, Archie, Seaman.
Bingman, C. E., Seaman.
Blanchette, E. P., Seaman.
Bonicke, John, Seaman.
Burns, Edward, Seaman.
Carter, Clyde, Seaman.
Chamberlain, E. E., Seaman.
Conley, F. J., Seaman.
Coppinger, G. W., Seaman.
Cordrev, D. G., Seaman.
Cote, Felix, Seaman.
Curran, D. J., Seaman.

Curtin, Joseph, Seaman.
DeLacy, O. J., Seaman.
Dillon, M. J., Seaman.
Dobeas, E. L., Seaman.
Dobeck, Joseph, Jr., Seaman.
Dvas, Harry A., Seaman.
Elliott, E. H., Seaman.
Eobstein, Frank, Seaman.
Evans, Ellsworth, Seaman.
Feltze, J. M., Seaman.
Fette, J. A., Seaman.
Finklestein, Irving, Seaman.
Flynn, J. A., Seaman.
Fritts, F. A., Seaman.
Geraghty, Thomas, Seaman.
Gleason, R. E., Seaman.
Graff, Philip, Seaman.
Graham, C. L., Seaman.
Griesbacker, W. J., Seaman.
Guelke, F. A., Seaman.
Hickey, Eugene, Seaman.
Holbrook, W. E., Seaman.
Jones, C. C., Seaman.
Kirchner, R. F., Seaman.
Knowlton, Sidney, Seaman.
Kohler, Alvin, Seaman.
Kontorowitz, Carl, Seaman.
Labrie, Samuel, Seaman.
Langley, D. B., Seaman.
Lawless, M. J., Seaman.
Leaget, Robert, Seaman.
Lisk, Hugh G., Seaman.
Marshall, Benjamin, Jr., Sea.
Minor, Claude, Seaman.
Mosey, C. O., Seaman.
Mullen, G. W., Seaman.
Murnhy, James, Seaman.
Murphy, P. J., Seaman.
McCann, J. M., Seaman.
McGinnis, E. J., Seaman.
McNamara, T. J., Seaman.
Neely, C. E., Seaman.
Nelson, A. T., Seaman.
Nelson, G. F., Seaman.
Nonan, F. X., Seaman.

Nyburg, Dorus, Seaman.
 O'Malley, James, Seaman.
 Overton, H. C., Seaman.
 Pfund, Albert, Seaman.
 Reuther, J. P., Seaman.
 Roth, P. B., Seaman.
 Schukoske, J. A., Seaman.
 Seavey, H. E., Seaman.
 Shepard, I. F., Seaman.
 Slamon, P. F., Seaman.
 Slattery, T. T., Seaman.
 Slegel, R. S., Seaman.
 Smith, J. L., Seaman.
 Sonnakolb, F. deS., Seaman.
 Spokesfield, A. P., Seaman.
 Sprague, A. W., Seaman.
 Stewart, Albert, Seaman.
 Stolle, C. W., Seaman.
 Sullivan, J. F., Seaman.
 Temnitz, H. M., Seaman.
 Thompson, C. N., Seaman.
 Vanden Heuvel, E. A. S.,
 Seaman.

Walker, H. M., Seaman.
 Waterston, F. C., Seaman.
 Wilson, C. K., Seaman.
 Young, N. C., Seaman.
 Millea, L. E., Seaman

Ordinary Seamen.

Adams, B. T., O. S.
 Alexander, L. G., O. S.
 Allen, J. E., O. S.
 Ames, O. E., O. S.
 Andrews, H. W., O. S.
 Arnott, J. H., O. S.
 Arthur, Frank, O. S.
 Bailey, J. B., O. S.
 Barrett, Michael, O. S.
 Bean, W. H., O. S.
 Biehslich, W. F., O. S.
 Bird, H. R., O. S.
 Bishon, Bennie, O. S.
 Breedlove, Alf, O. S.
 Bridgewater, Harry, O. S.
 Broderick, F. H., O. S.
 Burke, E. T., O. S.
 Byrnes, J. A., O. S.
 Cain, F. E., O. S.
 Carpenter W. P., O. S.
 Case, W. H., O. S.
 Ciccone Nicholas, O. S.
 Clark, T. E., O. S.
 Collins, E. V., O. S.
 Colwell, F. J., O. S.
 Cook, B. H., O. S.
 Coughlin, J. J., O. S.
 Cunningham, V. H., O. S.
 Cummings, C. S., O. S.
 Danielson, R. A., O. S.
 Darmody, E. H., O. S.
 Dean, J. F., O. S.
 Desmond, George, O. S.
 Dilbeck, C. B., O. S.
 Dougherty, W. A., O. S.
 Dovle, F. J., O. S.
 Drake, E. H., O. S.
 Duke, J. E., O. S.
 Dunn, J. W., O. S.
 Eckerson, J. T., O. E.
 Eicher, F. C., O. S.
 Eicher, J. M., O. S.
 Elvidge, W. R., O. S.
 Everson, P. J., O. S.
 Fakler, O. F., O. S.
 Fitzpatrick, C. W., O. S.
 Flanagan, Francis, O. S.
 Poland, Frank, O. S.
 Fort, E. T., O. S.
 Foster, A. G., O. S.
 Fov, Walter, O. S.
 Frye, H. R., O. S.
 Garrett, Earl, O. S.
 Gassman, H. A., O. S.
 Geiger, A. L., O. S.
 Graves, G. N., O. S.
 Gearity, J. W., O. S.
 Grubb, J. B., O. S.

Gunning, J. F., O. S.
 Hanratty, Henry, O. S.
 Hansen, L. E., O. S.
 Hay, W. J., O. S.
 Hayes, W. M., O. S.
 Hearty, P. H., O. S.
 Helsley, N. B., O. S.
 Henderson, W. J., O. S.
 Heslin, J. T., O. S.
 Hixon, A. R., O. S.
 Hoth, Otto, O. S.
 Jackson, Joseph, O. S.
 Jackson, J. A., O. S.
 Jones, C. A., O. S.
 Kendall, B. W., O. S.
 Kerrins, W. J., O. S.
 Kleinecke, R. A., Jr., O. S.
 Knowlton, E. E., O. S.
 Kubbert, V. J., O. S.
 LaBelle, S. S., O. S.
 LaBrecque, Ernest, O. S.
 Lane, E. J., O. S.
 Langford, G. F., O. S.
 Lansing, Clarence, O. S.
 Laurel, Frank, O. S.
 Lavalette, R. E., O. S.
 Lazer, John, O. S.
 Linebarger, Van Claton, O. S.
 Lindsey, E. R., O. S.
 Logan, R. J., O. S.
 Marin, W. F., O. S.
 Martin, T. F., O. S.
 Mason, W. J., O. S.
 Meeks, H. H., O. S.
 Merrill, C. W., O. S.
 Meyers, W. G., O. S.
 Miner, Victor, O. S.
 Morton, M. W., O. S.
 Mullins, T. B., O. S.
 Murray, J. J., O. S.
 Myers, J. P., O. S.
 Mylett, L. J., O. S.
 McCabe, J. H., O. S.
 McCarthy, F. J., O. S.
 McConville, M. A., O. S.
 McGargal, J. E., O. S.
 McGowan, C. A., O. S.
 McKnight, R. B., O. S.
 Nareau, George, O. S.
 Nash, C. H., O. S.
 Natton, T. N., O. S.
 Neumann, A. C., O. S.
 Niland, J. J., O. S.
 Nowakowski, W. S., O. S.
 Oakes, Max, O. S.
 Osterhout, C. E., O. S.
 Parham, L. E., O. S.
 Parker, C. J., O. S.
 Patterson, D. F., O. S.
 Pearson, Joseph, O. S.
 Penix, J. M., O. S.
 Petell, E. O., O. S.
 Poole, W. J., O. S.
 Posten, James, O. S.
 Quick, R. L., O. S.
 Quinn, P. F., O. S.
 Rand, H. E., O. S.
 Raymer, Frank, O. S.
 Rebesher, J. F., O. S.
 Rebola, J. J., O. S.
 Reid, A. F., O. S.
 Reiter, Gust, O. S.
 Rice, J. T., O. S.
 Riggs, J. A., O. S.
 Rinas, F. G., O. S.
 Robinson, Albert, O. S.
 Rodgers, C. E., O. S.
 Rogers, William, O. S.
 Rogerson, Walter, O. S.
 Rowland, Wilbur, O. S.
 Rubach, Philip, O. S.
 Ryan, J. E., O. S.
 Sasek, J. C., O. S.
 Sanford, P. S., O. S.
 Schick, H. C., O. S.
 Schmidt, A. M., O. S.
 Schottland, Jesse, O. S.

Schreiber, A. F., O. S.
 Schriver, H. L., O. S.
 Shaw, H. G., O. S.
 Sleet, E. E., O. S.
 Slezal, George, O. S.
 Smith, H. B., O. S.
 Spink, Carl, O. S.
 Stafford, E. L., O. S.
 Stafford, J. N., O. S.
 Stalley, W. S., O. S.
 Stephens, C. C., O. S.
 Stoddard, C. W., O. S.
 Stokman, J. A., O. S.
 St. Peter, S. C., O. S.
 Talbert, Christ, O. S.
 Taylor, W. C., O. S.
 Taylor, W. F., O. S.
 Terry, J. H., O. S.
 Thomas, H. A., O. S.
 Thompson, A. N., O. S.
 Tilman, Frank, O. S.
 Tinder, L. H., O. S.
 Todd, Nathaniel, O. S.
 Tower, R. E., O. S.
 Trampe, A. C., O. S.
 Traylor, C. L., O. S.
 Trogg, Henry, O. S.
 Turnbull, A. E., O. S.
 Turner, E. F., O. S.
 Ward, J. W., O. S.
 Walters, W. R., O. S.
 Webb, W. M., O. S.
 West, B. F., O. S.
 White, A. R., O. S.
 Winegar, E. W., O. S.
 Wisniewski, W., O. S.
 Wood, J. E., O. S.
 Wolfrom, M. F., O. S.
 Young, R. K., O. S.
 Young, E. E., O. S.
 Zielinski, F. J., O. S.

Electricians

Stotz, C. C., Chf. Elec.
 Sutton, J. W., Chf. Elec.
 Kelley, L. G., Elec. 1c.
 Runyon, J. C., Elec. 1c.
 Wilson, E. E., Elec. 1c.
 Becker, C. T., Elec. 2c.
 Fischer, W. E., Elec. 2c.
 Gibson, Percy, Elec. 2c.
 Howland, Norman, Elec. 2c.
 Johnson, F. C., Elec. 2c.
 Gaebler, Alfred, Elec. 3c.
 Gates, G. H. S., Elec. 3c.
 Elkin, E. J., Elec. 3c.
 Frietsch, Fredk., Elec. 3c.
 McGuire, E. L., Elec. 3c.
 McGovern, J. M. T., Elec. 3c.
 Reid, E. H., Elec. 3c.

Carpenter's Force.

Cole, Oscar, C. C. Mate.
 Meobius, Otto, C. M. 2c.
 Coulson, E. J., C. M. 3c.
 Reardon, A. B., C. M. 3c.
 Peterson, J. M., Shipwright.
 Boyle, T. J., Shipfitter 1c.
 Walkowiak, S., Shipfitter 2c.
 Carter, John, Blksmith.
 Tatem, J. L., P. and F.
 Siegel, Abe, Jr., P. and F.
 Sorensen, A., S. M. Mate.
 McVeigh, Edw., Painter 1c.
 Frederick, H. A., Painter 3c.

Machinist's Mates.

Burger, J. E. C. M. Mate.
 Butters, F. H., C. M. Mate.
 Davis, M. C., C. M. Mate.
 Laudahn, P. A., C. M. Mate.
 Norris, T. L., C. M. Mate.
 Troche, L. A., C. M. Mate.
 Westa, Karl, C. M. Mate.
 Lowell, H. A., M. Mate. 1c.

Maynard, G. E., M. Mate 1c.
 Scott, Simon, M. Mate 1c.
 Smith, L. R., M. Mate 1c.
 Wilkinson, J. F., M. Mate 1c.
 Brindley, L. V., M. Mate 2c.
 Fitzgibbons, P. J., M. M. 2c.
 Foley, Peter, M. Mate 2c.
 Glines, E. A., M. Mate 2c.
 Hanson, J. O., M. Mate 2c.
 Metcalf, Henry, M. Mate 2c.
 Mitchell, F. P., M. Mate 2c.
 O'Neill, J. E., M. Mate 2c.
 Olsen, N. W., M. Mate 2c.
 Laxell, C. P., M. Mate 2c.
 Stockhaus, A. A., M. Mate 2c.
 Thompson, H. T., M. Mate 2c.
 Thoren, E. G., M. Mate 2c.
 Wallman, E. M., M. Mate 2c.

Water Tenders

Machel, H., Chf. W. T.
 Minigan, Jos., Chf. W. T.
 Velandry, W. H., Chf. W. T.
 Windnes, J. P., Chf. W. T.
 Gallagher, C. L., W. T.
 Hurley, E. H., Boilermkr.
 Leary, M. J., Boilermkr.
 Savoie, L. J., Blksinth.
 O'Brien, J. B., Coppersmith.

Oilers.

Carter, Linwood, Oiler.
 Green, Mason, Oiler.
 Hammond, Edw., Oiler.
 Fisher, M. G., Oiler.
 Graham, P. H., Oiler.
 Murray, J. J., Oiler.
 McKee, G. J., Oiler.
 Nee, M. J., Oiler.
 Scott, O. C., Oiler.
 Paulsen R., Oiler.
 Whitfield, Thos., Oiler.
 Warner, Benj., Oiler.

Firemen.

Bohn, James, Fireman 1c.
 Borego, D. L., Fireman 1c.
 Chambers, J. H., Fireman 1c.
 Cloutman, C. H., Fireman 1c.
 Coons, Jos., Fireman 1c.
 Cox, S. M., Fireman 1c.
 Davis, W. C., Fireman 1c.
 Dickerson, E. L., Fireman 1c.
 Doyle, Jas., Fireman 1c.
 Elliott, I. H., Fireman 1c.
 Flynn, Wm., Fireman 1c.
 Frizzell, W., Fireman 1c.
 Henry, Peter, Fireman 1c.
 Koehn, Wm., Fireman 1c.
 Lang, G., Fireman 1c.
 Martin, Jos., Fireman 1c.
 Murray, Thos., Fireman 1c.
 Reed, E. A., Fireman 1c.
 Schwartz, W., Fireman 1c.
 Sheridan, P., Fireman 1c.
 Strong, W., Fireman 1c.
 Thomas, E. W., Fireman 1c.
 Tosch, Frank, Fireman 1c.
 Webb, J. A., Fireman 1c.
 Wilson, L., Fireman 1c.
 Armstrong, W. T., F. 2c.
 Bethel, C. W., Fireman 2c.
 Brennan, T. L., Fireman 2c.
 Culliton, W. J., Fireman 2c.
 Davitt, M. J., Fireman 2c.
 Deitrick, G. V., Fireman 2c.
 Ferguson, F. R., Fireman 2c.
 Fernald, R. E., Fireman 2c.
 Gentle, A., Fireman 2c.
 Goss, Henry, Fireman 2c.
 Hutchinson, W. J., F. 2c.
 Keppler, H. C., Fireman 2c.
 Mav, C. M., Fireman 2c.
 Moore, Geo., Fireman 2c.

McCaul, J. J., Fireman 2c.
 Prairie, M. L., Fireman 2c.
 Richmond, W. M., Fireman 2c.
 Scollan, J. F., Fireman 2c.
 Smith, John, Fireman 2c.
 Somers, J. R., Fireman 2c.
 Stone, Samuel, Fireman 2c.
 Sullivan, F. J., Fireman 2c.
 Thompson, S. A., Fireman 2c.
 Walstedt, D. D., Fireman 2c.
 White, Wm., Fireman 2c.
 White, W. E., F. 2c.
 Whitehurst, H. M., F. 2c.

Coal Passers.

Artman, A. J., C. P.
 Bailey, Herbert, C. P.
 Barrett, J. A., C. P.
 Bigbigaus, E. F., C. P.
 Bork, J. J., C. P.
 Boyle, John, C. P.
 Canavan, J. W., C. P.
 Cupp, C. S., C. P.
 Danforth, R. H., C. P.
 DeGrasse, T. K., C. P.
 Dell, John, C. P.
 Doughlas, H. T., C. P.
 Dwyer, J. J., C. P.
 Ellis, L. F., C. P.
 Ford, J. H., C. P.
 Foley, P. L., C. P.
 Foster, W. E., C. P.
 Fursick, W. F., C. P.
 Gabbitt, Thomas, C. P.
 Garey, A. A., C. P.
 George, Henry, C. P.
 Grogan, A. F., C. P.
 Hansen, Louis, C. P.
 Higgins, F. J., C. P.
 Hillman, Jr., John, C. P.
 Karney, E. F., C. P.
 Kershaw, Ernest, C. P.
 Killson, Chas., C. P.
 Knipe, Joseph, C. P.
 Livet, L. J., C. P.
 Martin, James, C. P.
 Martin, W. J., C. P.
 Miller, J. C., C. P.
 Mullaly, W. J., C. P.
 McCann, Jos., C. P.
 McCarthy E. F., C. P.
 McCarthy J. P., C. P.
 McGlothlin, F., C. P.
 McGreevey, J. P., C. P.
 O'Keefe, John, C. P.
 Phillips, E. W., C. P.
 Porter, A. J., C. P.
 Rhinehardt, Lee, C. P.
 Roberts, J. B., C. P.
 Rupert, R. S., C. P.
 Scharlock, William, C. P.
 Schlup, Charles, C. P.
 Schluter, P. C., C. P.
 Schrader, C. L., C. P.
 Sherrard, J. M., C. P.
 Smiddy, E. E., C. P.
 Starsser, Christian, C. P.
 Utzig, Frank, Jr., C. P.
 Veltrup, Frank, C. P.
 Watson, Thomas, C. P.
 White, W. N., C. P.
 Willis, E. A., C. P.
 Butts, D. E., C. P.

Yeomen.

Cullen, J. J., Ch. Yeo.
 Kneip, M. C., Ch. Yeo.
 Quigley, R. R., Ch. Yeo.
 Shock, A. P. M., Ch. Yeo.
 Astor, Bertram, Yeo. 1c.
 Berryhill, J. H., Yeo. 1c.
 Abbott, W. G., Yeo. 2c.
 Recot, J. R., Yeo. 3c.
 Bowman, S. B., Yeo. 3c.

Moore, L. D., Yeo. 3c.
 Patten, P. F., Yeo. 3c.
 Stock, T. M., Yeo. 3c.

Medical Corps.

Westhaeffer, M. C., Hos. Stw.
 Behrendt, C. A., Hos. App. 1c.
 Doyle, J. E., Hos. App. 1c.
 Cobb, F. H., Hos. App.
 Parrish, J. I., Hos. App.

Musicians.

Cluxton, A. B., Bugler.
 MacKeen, C. J., Bugler.
 Sabrowsky, J. A., B. Master.
 Monovich, Elias, 1st Mus.
 Cartwright, J. B., Mus. 1c.
 O'Connell, Arthur, Mus. 1c.
 Mickay, Jack, Mus. 1c.
 Swango, A. C., Mus. 1c.
 Geron, Lawrence, Mus. 2c.
 Hickey, J. S., Mus. 2c.
 Gurn, A. B., Mus. 2c.
 Howard, G. H., Mus. 2c.
 Kocher, R. C., Mus. 2c.
 Reese, W. A., Mus. 2c.
 Schmidt, C. W., Mus. 2c.
 Smith, R. L., Mus. 2c.
 Symons, J. S., Mus. 2c.

Commissary.

Mosteller, R. E., Ch. Cm. Stw.
 Shattuck, W. G., S's C. 1c.
 Grenier, J. A., S's C. 2c.
 Kelly, H. J., S's C. 2c.
 Meyer, H. G., S's C. 2c.
 Carrier, Frank, S's C. 3c.
 Brown, D. R., S's C. 4c.
 Payne, J. J., S's C. 4c.
 Pryor, C. E., S's C. 4c.
 Stapleton, Henry, S's C. 4c.
 Peplaw, John, Bak. 1c.
 Zehner, Joseph, Bak. 1c.
 Seigler, W. E., Bak. 1c.

Messmen.

Neilson, C. J., Cab. Stw.
 Martin, William, Cab. Stw.
 Hill, Earle, Cab. Cook.
 Abrahams, W. A., M. A. 2c.
 Sato, Sheba, W. R. Stw.
 Vorii, Tica, W. R. Cook.
 Bowser, G. C., M. A. 2c.
 Grice, Frank, M. A. 2c.
 Jackson, Archie, M. A. 3c.
 Jackson, D. M., M. A. 3c.
 Lipscomb, W. T. A., M. A. 3c.
 Palmer, Rudolph, M. A. 3c.
 Shields, W. G., M. A. 3c.
 Stevenson, G. H., M. A. 3c.
 Smalls, Benjamin, M. A. 2c.
 Wright, E. S., M. A. 2c.
 Lawson, F. M., Str. Stw.
 Taylor, F. L., Str. Cook.
 Peter, Henry, M. A. 3c.
 Robinson, L. P., M. A. 3c.
 Winston, Clay, M. A. 3c.
 Childress, A., M. A. 3c.
 Peace, T. L., W. O. Cook.
 Hobdav, R. T., M. A. 2c.
 Lee, Edward, M. A. 3c.

Marine Guard.

Moore, W. J., 1st Sergeant.
 Devins, William, Sergeant.
 Heintz, G. F., Sergeant.
 Porter, William, Corpl.
 Smith, N. H., Corpl.
 Schirra, Peter, Corpl.
 Carstens, N. R., Trumpeter.
 Parisoe, Stern, Drummer.
 Ballwig, Alfred, Private.
 Bayles, Sherman, Private.
 Blitz, J. J., Private.
 Baumgartner, Ernest, Priv.
 Bonem, F. X., Private.

Bogie, J. H., Private.	Harrison, Hugh, Private.	McKinney, H. C., Private.
Blackman, Birdel, Private.	Hawkins, Grover, Private.	Miller, W. T., Private.
Cook, M. A., Private.	Harrington, C. E., Private.	Miller, G. F., Private.
Cross, R. E., Private.	Helmboldt, James, Private.	Miller, J. R., Private.
Crichton, G. W., Private.	Howard, E. G., Private.	Overholt, C. W., Private.
Dunlap, R. L., Private.	Johnson, O. B., Private.	Rothgeb, A. E., Private.
Donohue, J. J., Private.	Jackson, Stephen, Private.	Rudisill, C. S., Private.
Denton, J. B., Private.	Kaiser, Joseph, Private.	Schweitzer, F. J., Private.
Erickson, T. O., Private.	Keenan, Michael, Private.	Shideler, R. E., Private.
Farr, C. H., Private.	Kimball, F. F., Private.	Snell, C. F., Private.
Fetters, Harry, Private.	Kimball, William, Private.	Sparks, C. R., Private.
Gamble, H. M., Private.	Kinsella, J. J., Private.	Schoen, C. A., Private.
George Karl, Private.	Lamb, W. H., Private.	Telzerow, C. F., Private.
Glauman, Maurice, Private.	Lang, W. H., Private.	Thomas, H. O., Private.
Golisch, B. E., Private.	Lippert, R. A., Private.	Tesch, Ernest, Private.
Goodwin, Clyde, Private.	Lee, F. L., Private.	Thornton, H. W., Private.
Gallagher, F. D., Private.	Lightner, R. P., Private.	White, Joseph, Private.
Hackett, J. J., Private.	Lord, J. A., Private.	Wilson, J. L., Private.



THE UNITED STATES BATTLESHIP KEARSARGE,
Captain H. Hutchins, commanding.

UNITED STATES BATTLESHIP KEARSARGE.

Builders, Newport News,
Launched March, 1899.
Completed —, 1900.

Normal displacement, 11,500 tons. Full load displacement, 12,320 tons. Length at water-line, 368 feet. Beam, 72 feet. Mean draught, 23½ feet.

Guns:

4 13-inch.
4 8-inch, 40 Cal.
14 5-inch, 40 Cal.
20 6-pounders.
4 1-pounders (R. F.).
4 1-pounders (Automatic).
4 Colts.
2 Field Guns (3-inch).

Armor (Harvey-Nickle):

16½" Belt (amidships).
4" Belt (bow).
2½" Deck (flat on belt).
10" Fore Bulkhead.
12" After Bulkhead.
4" Deck (aft).
17"-15" Turrets (13-inch).
15"-12½" Turret Bases.
9" Turrets (8-inch).
5½" Lower Deck (side).
5½" Battery.
7"-6" Battery (bulkheads).
10" Conning Tower.

Machinery: Two sets vertical triple expansion, 3-cylinder; 2 screws. Boilers: Cylindrical (6 double ended and 4 single ended). Designed H. P. 10,500, equal 16 knots. Coal: Normal 810 tons; maximum, 1,210 tons.

Captain H. Hutchins.
Lieut.-Comdr. N. C. Twining.
Lieut.-Comdr. J. V. Chase.
Lieut.-Comdr. R. D. Hasbrouck.
Lieutenant S. B. Thomas.
Lieutenant H. H. Royall.
Lieutenant S. Gannon.
Ensign R. C. Smith.
Ensign A. C. Stott.
Ensign L. P. Davis.
Ensign L. Cresap.
Ensign G. W. Haines.
Midshipman M. E. Manly.
Midshipman W. A. Hall.
Midshipman A. A. Garcelon.
Midshipman C. R. Robinson.
Midshipman A. W. Frank.

Midshipman R. LeC. Stover.
Midshipman R. F. Frelsen.
Midshipman F. X. Gygax.
Midshipman H. H. Johnstone.
Midshipman B. A. Strait.
Surgeon H. D. Wilson.
Asst. Surgeon E. L. Woods.
Paymaster H. de F. Mel.
Captain R. H. Dunlap, U. S. M. C.
1st Lieut. R. B. Farquharson.
Boatswain H. Williams.
Gunner W. H. Walker.
Carpenter J. L. Jones.
Warrant Machinist J. A. Hickey.
Warrant Machinist B. C. Howard.
Warrant Machinist W. S. White.
Pay Clerk A. M. Jones.

Chief Petty Officers.

Abbott, G. H., Ch. W. Tndr.
Badgett, S. H., Ch. M. M.
Cannon, H. H., Ch. El.
Carlberg, S., Ch. B. M.
Carrick, D. H., Ch. M. M.
Clifford, J., Ch. T. C.
Crawford, E. B., Ch. G. M.
Deeks, W. J., Ch. B. M.
DiGiovanni, G., B. Master.
Drisco, L. W., Ch. T. C.
Fitzgerald, J. F., Ch. W. T.
Freeman, J. A., H. Stw.
Hewitt, W. B., Ch. M. M.
Holm, G., Ch. W. Tndr.
Johnson, T. M., Ch. M. at A.
Lenz, G., Cm. Stw.
Myer, J., Ch. T. C.
Miller, J., Ch. Q. M.
McEvoy, H., Ch. G. M.
Paul, B. B., Ch. M. M.
Prosser, W. W., Ch. Cm. Stw.
Reber, J., Jr., Ch. M. M.
Reid, P., Ch. W. Tndr.
Robbins, W., Ch. M. M.
Robinson, W. F., Ch. Yeo.
Rose, O., Ch. Q. M.
Shaw, J. A., Ch. Yeo.
Turner, C., Ch. Yeo.
Wall, R. C., Ch. Yeo.

Petty Officers, First Class.

Anderson, C. O., El. 1c.
Baer, R., El. 1c.
Banks, J. J., Ptr. 1c.
Barry, W. F., W. Tndr.
Bradshaw, H. H., M. M. 1c.
Brugh, A. L., C. M. 1c.
Condon, F. J., Bmaker.
Coons, N., P. and F.

Creightney, A. T., Yeo. 1c.
Davenport, D. A., Blksmith.
Dilworth, R. McL., El. 1c.
Eades, H. R., Bmaker.
Enders, J. J., M. M. 1c.
Evans, S., Bmaker.
Giberson, W. H., W. Tndr.
Herrick, J., B. M. 1c.
Holst, A. F., Yeo. 1c.
Iverson, C. B., G. M. 1c.
Johnson, F., G. M. 1c.
Kendig, A. L., El. 1c.
Klaus, P. C., El. 1c.
Martz, W. R., M. M. 1c.
McLain, J. A., Csmith.
Nelson, E. E., C. M. 1c.
O'Brien, E. F., P. and F.
Rahl, F. G., C. M. 1c.
Reddin, J., S. F. 1c.
Riley, B. F., W. Tndr.
Rosenhagen, C. A., M. M. 1c.
Rowan, E. S., M. M. 1c.
Schmidt, F. W., B. M. 1c.
Schureman, F., B. M. 1c.
Stansbury, R. P., S. F. 1c.
Troxell, J. E., B. M. 1c.
Wade, L., G. M. 1c.
Wells, A. L., Blksmith.
Wilson, L. H., W. Tndr.
Winkler, C. A., S. M. M.
Anderson, G. F., Oiler.
Becker, R., Oiler.

Petty Officers, Second Class.

Facher, G. F., M. M. 2c.
Bellin, G., M. M. 2c.
Bock, F. E., M. M. 2c.
Booz, T. A., M. M. 2c.
Brown, G. T., M. M. 2c.
Burgess, W. G., M. at A. 2c.

Bushnell, A. M., M. M. 2c.
Charles, D., M. M. 2c.
Cory, D. D., M. M. 2c.
Dahl, E. M., M. M. 2c.
Duffus, C. T., El. 2c.
Dundallier, E., M. at A. 2c.
Dunn, C. B., M. M. 2c.
Dynes, W. A., El. 2c.
Edwards, D. F., B. M. 2c.
Fanger, W. J., B. M. 2c.
Ford, A. J., Oiler.
Gill, C. E., M. M. 2c.
Gorny, J. E., M. M. 2c.
Graf, T. F., Printer.
Green, W. F., B. M. 2c.
Grimes, E. J., G. M. 2c.
Jacobs, O. H., M. M. 2c.
Johnson, G. W., G. M. 2c.
Kane, M. J., Oiler.
Kauffman, M., Oiler.
Kine, R. B., Oiler.
Lamphere, F. F., B. M. 2c.
Leisher, H. B., Oiler.
Malone, G. J., M. M. 2c.
McSweeney, D., Oiler.
Nadolisky, H. L., El. 2c.
Pease, R. A., M. M. 2c.
Riley, H., B. M. 2c.
Royle, J. S., El. 2c.
Schauss, C., M. M. 2c.
Sefton, B. E., C. M. 2c.
Smiley, E., G. M. 2c.
Smith, A. E., Yeo. 2c.
Sullivan, P. E., Oiler.
Wells, G. A., E. 2c.
Weyhrauch, E., G. M. 2c.
Willis, J., G. M. 2c.

Petty Officers, Third Class.

Ayer, J. R., H. App. 1c.
Ayers, P. D., G. M. 3c.

Beecher, G. H., G. M. 3c.
 Bunting, C. J., Cox.
 Carlson, V., Cox.
 Collins, S. S., El. 3c.
 Comer, J. D., El. 3c.
 Daniels, E. H., G. M. 3c.
 Doyle, A. R., Cox.
 Egan, P. J., Cox.
 Engler, H., El. 3c.
 Flanagan, M. J., Cox.
 Gesell, J. J., G. M. 3c.
 Grover, C. E., Yeo. 3c.
 Guy, H. E., El. 3c.
 Harris, W., Jr., Cox.
 Hartsook, G. S., Yeo. 3c.
 Heinrich, O. R., Cox.
 Henry, J. T., Yeo. 3c.
 Hohnacki, M. M., Cox.
 Horne, J. H., Cox.
 Ibach, J. W., Cox.
 Johnson, A. L., C. M. 3c.
 Katzman, N., El. 3c.
 Lawson, A. J., El. 3c.
 Lytle, F. R., G. M. 3c.
 Mader, G. J., G. M. 3c.
 Moore, F. A., Q. M. 3c.
 Moseley, H. F., El. 3c.
 Murphy, J. J., El. 3c.
 McCue, D. F., Cox.
 Ohler, C. P., Cox.
 Palmer, S. L., M. at A. 3c.
 Parker, J. M., Cox.
 Parks, E., H. App. 1c.
 Pelton, H. B., C. M. 3c.
 Pettitt, O. C., Yeo. 3c.
 Pfeiffer, T. B., El. 3c.
 Short, O. C., M. at A. 3c.
 Sims, S., Ptr. 3c.
 Soroczynski, H. W., G. M. 3c.
 Szychta, W. W., Ptr. 3c.
 Wendt, E. G. B., G. M. 3c.
 Williams, H. J., Q. M. 3c.

Seamen.

Adams, H. A.
 Andresen, O.
 Andress, C. R.
 Baker, R. G.
 Brenz, J. H.
 Buchanan, J. B.
 Bush, J. J.
 Butler, C. G.
 Clifford, F. P., Jr.
 Coderre, J. H.
 Cohrs, F. C. H.
 Crawford, G. E.
 Crowley, C. W.
 Dodd, H. T.
 Dunne, K. H.
 Edick, W. C.
 Edwards, H. L.
 Fatowe, S.
 Fidin, G. H.
 Finckenhagen, A.
 Fleming, J. A.
 Ford, A. C.
 Fuller, C. H.
 Gaither, L.
 Gantz, G. R.
 Gapen, C.
 Gibson, A.
 Graue, F.
 Green, G. B.
 Greenburg, M.
 Hahn, R.
 Halbig, J.
 Hannafin, M. J.
 Hart, A. E.
 Herron, W. J.
 Heyer, E. J.
 Hill, M. M.
 Hines, J. W.
 Hoeller, C. F.
 Janka, L. A.

Johnston, A. W.
 James, F. R.
 Judy, J. D.
 Kenney, W. J.
 Kidston, F.
 Klein, A.
 Koberstein, H. W.
 Lickey, H.
 Lieberman, N.
 Lovell, J. F.
 Lyons, W. L.
 Marsh, J.
 Meredith, E. K.
 Messenger, F. W.
 Milhizer, C.
 Miller, E. A.
 Miller, G. A.
 Miller, H. G.
 Miller, J. B.
 McCollum, M.
 Nelson, P. J.
 Nemeschey, F. F.
 Nordahl, C. J.
 Novitzki, A.
 Peacock, D. A.
 Pinney, R. E.
 Pittman, W. T.
 Randall, G. D.
 Reddy, P. J.
 Reimer, O. C.
 Rettenhouse, R.
 Rider, H. E.
 Sauer, A.
 Scarlott, C.
 Schneider, C. J.
 Schregel, E. L.
 Schwartz, W.
 Shutes, B. H.
 Sindledecker, E. M.
 Smith, J. J.
 Smith, W. St. C.
 Soderblom, E. C.
 Sollars, A. G.
 Spencer, B. A.
 Sroufe, C. P.
 Stone, C. S.
 Todd, A. R.
 Underwood, L. E.
 Vandergrift, E.
 Venn, C. F.
 Warf, G. W.
 Watson, W.
 Wenner, H. A.
 Wilkinson, H. N.
 Williford, L.
 Williams, J. E.
 Winterhalter, E. F.
 Wisniewski, E. M.
 Wood, J. W.
 Woods, A. J.
 Worman, H. L., Shipwright.

Firemen, First Class.

Allen, C.
 Banks, T. W.
 Bowen, C. L.
 Church, H. J.
 Ferguson, W. H.
 Gaskins, O. W.
 Geisel, W. F.
 Green, J. F.
 Hansen, J. L.
 Johnson, C. F.
 Jungjohan, W. F.
 Nussbaum, N. L.
 Phillips, W. H.
 Rentz, J.
 Rutecki, J.
 Scheer, P. J.
 Sheering, W.
 Slama, G. A.
 Sonn, W. B.
 Stagg, A.

Ordinary Seamen.

Allen, W. H.
 Anderson, C. A.
 Anderson, E. C.
 Anderson, J. F.
 Ashford, R. E.
 Barth, A. M.
 Batachowski, F. J.
 Bechtel, H. H.
 Blau, J.
 Blodgett, O. K.
 Boggess, B. B.
 Bove, J.
 Boyd, J. W.
 Branigan, T. G.
 Bray, T. W.
 Brewer, E.
 Briggs, S. C.
 Brooks, D. F.
 Brown, L.
 Buchanan, W. B.
 Butterfield, H. H.
 Calmes, H. C.
 Campbell, W. P.
 Cannon, L. G.
 Caszatt, W. W.
 Choiniere, W.
 Churchill, L.
 Cochran, C. C.
 Coffman, J. L. R.
 Colburn, W. F.
 Combs, S. B.
 Coppin, F. T.
 Culp, J.
 Deeter, M. R.
 Doame, L. A.
 Dobrint, E. M.
 Dominczak, S.
 Domning, S. O.
 Dooley, S. C.
 Dries, W. J.
 Duede, F. H. O.
 Eisenberg, C. D.
 Elkins, C. L.
 Evans, E. E.
 Feldon, W.
 Fiklik, J. J.
 Fitzgerald, W. H.
 Flanagan, H. A.
 Forrester, J.
 Foster, F. A.
 Fox, L. A.
 Fritz, J.
 Gadboldt, W. H.
 Galley, F.
 Garner, G. R.
 Gehringer, W. E.
 Gnew, J. C.
 Golz, P.
 Goodrich, M.
 Goyette, T. E.
 Gray, W. E.
 Hackett, A. H.
 Hamel, C. L.
 Hanchette, E. E.
 Harry, F. F.
 Harman, J. B.
 Hartnett, M. J.
 Helvestine, C. D.
 Hendrickson, J.
 Herrick, W. S.
 Hiller, R.
 Hinkel, J. E.
 Hoblitzell, C. T.
 Holcomb, V. A.
 Horne, A.
 Iler, J. H.
 Johnston, J.
 Kipp, A. R.
 Kucera, J. P.
 Lamb, J.
 Larason, R. A.
 Lees, G. A.

Lewis, H. M.
 Libbing, F. E.
 Lindemuth, J.
 Maus, J. F.
 May, C. M.
 Maxwell, J. H.
 Mayer, J. J.
 Melichar, H. J.
 Michael, E. L.
 Middleton, O. A.
 Miles, F. L.
 Miller, F. A.
 Miller, J. J.
 Mills, C. J.
 Minter, J. L.
 Moekel, N. A.
 Monear, W. W.
 Montgomery, E.
 Moore, E.
 Moran, T. J.
 Morris, H. S.
 Morton, G. W.
 Mosely, B. F.
 Mullaney, A.
 Murray, E. C.
 McClellan, J. W.
 McDonald, F. P.
 McGee, H.
 McGovern, R. O.
 McGuire, T. E.
 McSherry, J. J.
 Nelson, R. F.
 Nessler, H. J.
 Neubauer, W. H.
 Neuman, C. W.
 Newberry, W. G.
 Nolan, E. J.
 Nolab, J. H.
 Norton, A.
 Nottke, W. A.
 Ohlson, A.
 Pachter, R.
 Parrott, A.
 Parsons, R. A.
 Peeling, H. W.
 Peterson, G.
 Petsch, C. H.
 Pfennighausen, R. R.
 Pilkinton, C. J.
 Piper, J. F., Jr.
 Pollock, C. C.
 Poncet, L. J.
 Potter, H. T.
 Quigley, D. J.
 Quinn, W. P.
 Randall, R. S.
 Rasmussen, T. J.
 Ready, H.
 Redmon, F. E.
 Reed, W. B.
 Reichel, F. W.
 Rhodes, L. B.
 Richelson, I.
 Roche, G. C.
 Rodener, O.
 Romain, M.
 Ross, H.
 Ryan, J.
 Ryan, W. F.
 Rzwowski, P. Z.
 Salmon, F. J.
 Schafer, F.
 Schreiber, D. E.
 Scott, G. F.
 Seencop, M. P.
 Shaper, L. F.
 Sherman, T. F.
 Singer, C. E.
 Sjolholm, M. E.
 Small, H. A.
 Smalley, F. F.
 Smith, C. J.
 Smith, W. E.
 Sollars, J.

O

Sorensen, T. A.
 Speetles, S. B.
 Souier, R.
 Starr, J. W.
 Stoddard, H. A.
 Swan, J.
 Szultze, L.
 Taylor, W. W.
 Thoman, F. O.
 Trulove, J. E.
 Tuckerman, D.
 Value, H.
 Vyskocil, W.
 Walker, F. V.
 Wallace, G. J.
 Wallace, W.
 Walter, V.
 Ward, C.
 Wayes, J. J.
 Wendt, R. G. R.
 Whitehead, G. S.
 Whittaker, J. D. R.
 Wiggins, W. O.
 Wilkey, A. E.
 Williams, G. E.
 Williams, J. S.
 Wilters, W. J.
 Woodmancy, C.
 Wright, S. B.
 Zepf, R.
 Zank, W. S., H. App.

Firemen, Second Class.

Bilek, H. J.
 Bides, C.
 Boothman, H. J.
 Callard, W. H.
 Creach, O.
 Daniels, H. L.
 Donohue, H. R.
 Fay, J. F.
 Gaa, F.
 Gaven, J. J.
 Henry, C. F.
 Higgins, W. H.
 Hrouda, J. S.
 Knowlton, A. M.
 Kucera, F.
 Larson, A. O.
 Light, H. F.
 Manuel, Z. H.
 Muir, J.
 Murphy, C. B.
 McCarthy, J.
 McDewitt, J. J.
 McDonald, J.
 Newcomb, C.
 O'Connor, T. L.
 Olson, J. E.
 Porter, C. H.
 Ruby, W. M.
 Ruminski, T. J.
 Sandusky, F. W.
 Simmons, R.
 Simpson, T. B.
 Spalding, H.
 Taylor, R. F.
 Thomas, G. G.
 Ward, M. X.
 Watson, F.

Coal Passers.

Adams, R. M.
 Anderton, J.
 Artus, F. J.
 Auston, F.
 Bailey, T. H.
 Baker, C.
 Bee, L. H.
 Bloom, F.
 Bradley, J. E.
 Bugler, W.
 Byrne, M.
 Cooney, J. P.
 Crow, C. L.

Dauer, A.
 Dodsworth, H. S.
 Fischman, S. H.
 Graves, O. C.
 Grege, J. J.
 Hale, J. H.
 Hawkins, C. W.
 Hayes, O. C.
 Hitchcock, H. E.
 Hoffman, C. G.
 Saacs, J. R.
 Johnson, S. S.
 Josephson, C. A.
 Kilpatrick, T.
 Kinstry, J.
 Krechting, G.
 Lang, C.
 Madden, J. F.
 Miner, B. C.
 Moore, S. J.
 McCoy, C.
 McLaughlin, H.
 McMullen, R. O.
 Palmer, H.
 Petry, A.
 Pfeiffer, J. B.
 Pomplum, C. B.
 Potts, L.
 Pottstock, J. A.
 Pressey, H. W.
 Rittenhouse, W.
 Roberts, T. T.
 Rossback, H. V.
 Russel, F. H., Jr.
 Smith, L. W.
 Smith, J.
 Stackhouse, J. W.
 Stepanski, G. J.
 Vollmer, M. J.
 Waczekiewicz, M. F.
 Webb, H. E.
 Weller, W.
 Wienkins, H. J.
 Wisely, W. J.
 Wittrich, J.

Band.

Brady, P. F., Mus. 2c.
 Carrick, J. E., Mus. 2c.
 Chilton, C., Bugler.
 Cirillo, N., Mus. 1c.
 Cridsman, A. D., Mus. 2c.
 Ficeto, R., Mus. 2c.
 Gilbert, H. R., Bugler.
 Giuliano, V., Mus. 1c.
 Kuykendal, I. N., Mus. 2c.
 Laurie, P. A., Mus. 2c.
 LeRoy, L., Mus. 2c.
 Taylor, J. W., Mus. 2c.
 Vincelli, M., Mus. 1c.
 Wood, J. A., Bugler.
 Worthington, P. B., Mus. 2c.
 Fulciniti, R., Mus. 1c.

Commissary Branch.

Crockett, L. O., S. C. 2c.
 Dickey, R. E., Baker 2c.
 Franey, A. J., S. C. 4c.
 Garrison, J. F., S. C. 3c.
 Johnston, S., Bkr. 2c.
 Koehn, H., S. C. 3c.
 Lofstedt, C. A., B. C. 4c.
 Lushbaugh, W. H., S. C. 4c.
 Quinn, M., S. C. 1c.
 Shaud, J., Bkr. 2c.
 Sorg, F. J., Bkr. 1c.
 Tully, J. F., S. C. 4c.
 Williams, C. H., S. C. 2c.

Messmen Branch.

Brooks, W., M. Att. 3c.
 Davis, H., M. Att. 3c.
 Fitchette, W. I., M. Att. 3c.
 Griffith, G. W., Cab. Stw.
 Hinds, B. E., M. Att. 3c.
 Holman, J. H., M. Att. 3c.

Jenkins, W., W. R. Cook.
 Johnson, I., W. R. Cook.
 Jones, G. P., M. Att. 2c.
 Keys, P. H., M. Att. 3c.
 King, L. J., Str. Cook.
 Lee, P. H., M. Att. 3c.
 Love, E. W., M. Att. 2c.
 Morris, A., W. R. Stw.
 Nakamoto, G., W. O. Stw.
 Nakamoto, J., W. O. Cook.
 Parrington, B., M. Att. 3c.
 Patrick, C. L., M. Att. 3c.
 Purdy, J., Jr., M. Att. 3c.
 Russel, C., M. Att. 2c.
 Tsuboi, N., Str. Stw.
 Verceles, R., M. Att. 2c.
 Washington, C., M. Att. 3c.
 White, T., M. Att. 3c.
 Williams, C., M. Att. 2c.

Marine Guard.

Mahoney, J. J., Gun. Sergt.
 Grant, E. C., Sergt.
 Hay, W. E., Sergt.
 Baker, A. E., Corpl.
 Brandt, G. P., Corpl.
 Chase, F. M., Corpl.
 Grunewald, A. A. G., Corpl.
 Hutchins, J. H., Corpl.
 Brown, F. G., Trumpeter.

Privates.

Antonelli, F.
 Bandwell, E. G.
 Bindewald, A. S.
 Brent, J. G.
 Cook, G.
 Craver, A. L. R.
 Gaar, G. C.
 Gannon, J. J.
 Gilbert, M.
 Glotz, J.
 Graff, J. J.
 Gustafson, G. V.
 Hailstone, J. G.
 Hanson, J.
 Hardy, H. W.
 Harris, H. B.
 Hart, W.
 Hill, G. F.
 Hintz, E.
 Hoffman, E. L.
 Jabas, W. G.
 Johnson, A. E.
 Johnston, A. C.
 Manchester, W.
 Miller, F. L.
 Monroe, W.
 Motz, G. P.
 McBride, E. P.

McCoy, O.
 McGrady, R. J.
 McMaken, G. E.
 Novak, J.
 O'Donnel, H. C.
 Oertle, J.
 Owen, E. B.
 Parrow, W.
 Perry, T. B.
 Popp, H.
 Reinhard, C. A.
 Reeser, L. D.
 Roberts, L. E.
 Russel, LeR.
 Russel, W. D.
 Sanford, F. B.
 Sanger, H. O.
 Sharp, F.
 Smith, A. L.
 Smith, C. W.
 Sorensen, E.
 Swain, C. W.
 Swing, R. P.
 Theobald, E. O.
 Vinson, R. M.
 Warren, G. R.
 White, J. H.
 White, W. P.
 Wright, T.



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Captain Walter C. Cowles, commanding.

UNITED STATES BATTLESHIP KENTUCKY.

Builders, Newport News.

Launched March, 1898.

Completed —, 1900.

Normal displacement, 11,500 tons. Full load displacement, 12,320 tons. Length at water-line, 368 feet. Beam, 72 feet. Mean draught, 23½ feet.

Guns:

- 4 13-inch.
- 4 8-inch, 40 Cal.
- 14 5-inch, 40 Cal.
- 4 1-pounders (R. F.).
- 4 1-pounders (Automatic).
- 4 Colts.
- 2 Field Guns (3-inch).

Armor (Harvey-Nickle):

- 16½" Belt (amidships).
- 4" Belt (bow).
- 2½" Deck (flat on belt).
- 10" Fore Bulkhead.
- 12" After Bulkhead.
- 4" Deck (aft).
- 17"-15" Turrets (13-inch).
- 15"-12½" Turret Bases.
- 9" Turrets (8-inch).
- 5½" Lower Deck (side).
- 5½" Battery.
- 7"-6" Battery (bulkheads).
- 10" Conning Tower.

Machinery: Two sets vertical triple expansion, 3-cylinder; 2 screws. Boilers: Cylindrical (6 double ended and 4 single ended). Designed H. P. 10,500, equal 16 knots. Coal: Normal 810 tons; maximum, 1,210 tons.

Captain W. C. Cowles.
 Lieut.-Comdr. H. A. Wiley.
 Lieut.-Comdr. J. K. Robison.
 Lieutenant T. T. Craven.
 Lieutenant F. Martin.
 Lieutenant W. Norris.
 Lieutenant H. A. Baldrige.
 Ensign J. Grady.
 Ensign A. Claude.
 Ensign E. S. Robinson.
 Ensign B. Dutton, Jr.
 Midshipman W. L. Freidell.
 Midshipman J. H. Towers.
 Midshipman S. Doherty.
 Midshipman I. F. Connor.
 Midshipman G. H. Bowdey.
 Midshipman E. F. Johnson.

Midshipman V. V. Woodward.
 Midshipman A. W. Atkins.
 Midshipman C. N. Hinkamp.
 Midshipman A. H. Miles.
 Midshipman R. R. Stewart.
 Surgeon A. G. Grunwell.
 P. A. Surgeon W. H. Rennie.
 Paymaster G. G. Seibels.
 Captain R. S. Berkeley, U. S. M. C.
 2d Lieut. T. D. Barber, U. S. M. C.
 Chief Boatswain A. Whipkey.
 Chief Gunner G. Charrette.
 Carpenter C. Whitford.
 Warrant Machinist A. Anschuetz.
 Warrant Machinist C. Franz.
 Warrant Machinist F. J. M. Parduhn.
 Pay Clerk F. W. Jepson.

Chief Petty Officers.

Albrecht, H., M. at A.
 Lightfoot, W. H., B. M.
 Reilly, J., B. M.
 Hendrickson, J., G. M.
 Shafer, W. R., G. M.
 Bradley, C. B., T. C.
 Goldbach, E., T. C.
 Bengtsson, J., "Q. M.
 Shilson, J., Q. M.
 Restad, R., Q. M.
 Abrams, P. R., M. M.
 Crimmins, J. A., M. M.
 Davies, D. H., M. M.
 Hoke, D. E., M. M.
 Logan, A., M. M.
 Oettinger, J. J., M. M.
 Moore, J. T., El.
 Rollins, A. S., El.
 Birk, J. W., El.
 Barry, P., W. Tndr.
 Duffy, P., W. Tndr.
 Johanson, C. P., W. Tndr.
 McMahon, S. F., W. Tndr.
 Darley, J. H., Yeo.
 Hardenbergh, C. H., Yeo.
 Rutledge, C. M., Yeo.
 Dean, C. H., H. Stw.
 Hausser, A. H., B. Master.
 Davis, G. T., Cm. Stw.
 Train, S., C. C. M.

Petty Officers, First Class.

O'Shea, P., M. at A.
 Higgins, R. J., B. M.
 Leitch, T. J., B. M.
 Svensson, C. O., B. M.
 Saal, L., B. M.
 Oakley, W., G. M.
 Milne, J. D., G. M.

Halversen, C. L., G. M.
 Adams, F. A., Q. M.
 Davenport, A. B., M. M.
 Harlowe, J. A., M. M.
 Loving, W. E., M. M.
 Nelson, W. S., M. M.
 Pooser, F. C., M. M.
 Whilden, O. E., M. M.
 Phelps, W. H., El.
 Wood, H. E., El.
 Meyer, F. L., El.
 Dardis, E. P., Bmaker.
 Haygood, J., Bmaker.
 Tepe, A. M., Csmth.
 O'Connor, W., Blksmith.
 Zielenski, S., Blksmith.
 Buechert, C., P. and F.
 Mainini, A., P. and F.
 Nordman, K. W., S. M. M.
 King, G. W., C. M.
 Morrison, M., C. M.
 Corbett, M., W. Tndr.
 Kelley, P., W. Tndr.
 Massey, G., W. Tndr.
 McGann, P. J., W. Tndr.
 Schluter, W., W. Tndr.
 Reilly, E., W. Tndr.
 Schaul, J., W. Tndr.
 Miller, J., W. Tndr.
 Cavanaugh, R. J., S. F.
 Dahlberg, G., Painter.
 Hexberg, C. F., 1st Mus.

Petty Officers, Second Class

O'Connor, C. J., B. M.
 Smit, P. J., B. M.
 Hicks, W. C., B. M.
 Debates, A., B. M.
 George, C. R., B. M.
 Fenton, A. S., G. M.
 Jensen, H., G. M.

Tonroos, A., G. M.
 Fraenzels, A. C., Q. M.
 Willor, A. R., Q. M.
 Anderson, C. E., M. M.
 Brodersen, J. F., M. M.
 Barnett, L. H., M. M.
 Grant, A. J., M. M.
 Moreton, E. B., M. M.
 Poague, F. S., M. M.
 Petersen, W. C., M. M.
 Shaver, J. C., M. M.
 Stellhorn, F. C., M. M.
 Wood, W. V., M. M.
 Wright, W. H., M. M.
 Williams, C. M., M. M.
 Nichols, J. L., El.
 Best, P. T., El.
 Wood, W. J., El.
 Hollingsworth, V. O., El.
 Kline, L., Printer.
 Barker, J. F., Oiler.
 Bohlmann, B., Oiler.
 Elliott, H., Oiler.
 Gallagher, E., Oiler.
 Meelson, B., Oiler.
 O'Brien, J., Oiler.
 O'Leary, D., Oiler.
 Shea, T., Oiler.
 Wickholm, J. F., Oiler.
 Shecker, R. D., Oiler.
 Moriarity, E. C., Oiler.
 Laughlin, F., Oiler.
 Nicol, J. A., C. M.
 McGunigal, P., S. F.
 Blomgren, V. R., Yeo.

Petty Officers, Third Class.

Wentlant, M. J., M. at A.
 Cruser, W., M. at A.
 Tennebaum, N., M. at A.
 Girard, J. J., M. at A.

Burdy, W. J., Cox.
 Devoe, J. J., Cox.
 Duggan, A. F., Cox.
 Falk, S., Cox.
 Foxall, E., Cox
 Larson, V. H., Cox.
 Lombard, J. F., Cox.
 Marchino, F. C., Cox.
 Rowe, D. S., Cox.
 McLellon, J., Cox.
 Knuttson, H., Cox.
 Aanensen, A., Cox. *)
 Terrell, F., Cox.
 Daugherty, F. E., Cox.
 Walker, R., Cox.
 Adams, E. C., G. M.
 Bonner, P., G. M.
 Church, F., G. M.
 Larsen, H. I., G. M.
 Moseley, J. W. M., G. M.
 Matsche, M., G. M.
 Watson, R. F., G. M.
 Kirkpatrick, W. R., G. M.
 LaPorte, A. J., G. M.
 Schmitz, H., G. M.
 Miller, E. P., G. M.
 Earmer, E. G., G. M.
 Wojciechowski, M., G. M.
 Pickard, J. W., G. M.
 Lipperd, N., Q. M.
 Mullaney, J. A., Q. M.
 Grimes, O., El.
 Guthrie, J. J., El.
 Knapp, F. E., El.
 Keane D. J., El.
 List, O., El.
 Lore, D. D., El.
 Martine, S., El.
 Orem, R. M., El.
 Krick, G. L., El.
 Whitten, S. A., El.
 Stevens, W. L., El.
 Winans, T. J., El.
 Gerwin, T. P., El.
 Laudenslager, G. R., El.
 Jarmusch, F., El.
 Wilson, W. J., El.
 Lyon, A. S., El.
 Davidson, C. H., C. M.
 Hesselrode, C. A., C. M.
 Cabiniss, L., Ptr.
 Hartnett, D. J., Yeo.
 Magurn, E. R., Yeo.
 Misch, W. H., Yeo.
 Sadler, C. R., Yeo.
 Turner, W., Yeo.
 Lundgren, A. W., Yeo.

Seamen.

Atkinson, P. L.
 Behler, F.
 Charles, I. H.
 Cayo, A.
 Ducey, F.
 Fray, G.
 Fawcett, F.
 Lysatt, L. L.
 Lay, M.
 Michelski, V. M.
 Marsh, C. V.
 Mellenry, B. M.
 Nilsson, J. A.
 Olatoski, M.
 Green, J. L.
 Gibbons, G.
 Hubbard, C.
 Jones, J. D.
 Jansen, V.
 Dodge, W. B.
 Duncan, W. S.
 Greenwald, A. A.
 Hochstetler, C. A.
 Irwin, C. E.
 Leary, E. T.
 Matthews, C. M.

Noyes, E. O.
 Quast, A. F.
 Thomas, L. D.
 Smith, E. L.
 Smith, S.
 Teel, G. C.
 Weston, H.
 Owens, C. D.
 Temple, M.
 Simons, W.
 Seibert, F. A.
 Ney, F.
 Donovan, J. R.
 Davis, G.
 Carroll, J. M.
 Wignall, W.
 Kitchen, G.
 Downey, J. Y.
 Gifford, J. M.
 O'Brien, J. J.
 Pardoner, B. H.
 Plimpton, C. E.
 Case, C. G.
 Jaynes, R.
 Junior, W. A.
 Berg, M. F.
 Ball, W. W.
 Barron, E. L.
 Burton, C. E.
 Bell, E. W.
 Sellers, F.
 Shea, E. T.
 Smith, B. F.
 Singer, W. M.
 Larson, J. C.
 Lillie, A. W.
 Wiley, F. L.
 Zobrist, B.
 Waller, P. L.
 Campbell, M.
 Church, W. F.
 McIntire, C. D.
 Murray, M. A.
 McGraw, C. W.
 Townsend, C. I.
 Teiper, F. J.
 Pelton, J.
 Roll, H.
 Amundsen, R.
 Blatch, H. E.
 Blendowski, S.
 Cooper, W. L.
 Fergorsky, S. H.
 Gerhardt, H. E.
 Jenkins, P.
 Lindberg, K. V.
 Mulligan, F. P.
 McGowan, J. E.
 Nordman, G. E.
 Rairden, E. G.
 Croft, C. R.
 Smith, J.
 Stephan, J.
 Vogt, A.
 Williams, A. J.
 Russell, O. C.
 Stephenson, W. R.
 Simeath, J. W.
 Ulsater, A. K.
 Wentzel, C.
 Marble, S. A.
 Burch, J. E.
 Holloway, J. M.
 Yeager, W. J.
 Rice, C. E.
 Dair, F.
 O'Connor, F.
 Owens, R.
 Phillips, T. A.
 Wood, M. W.
 Gibson, A. J.
 Jaderstrom, G. H.
 Bufo, H. J.
 Boyd, C.

Barnes, H. W.
 Bradham, L. C.
 Baker, H. H.
 Solly, W. G.
 Specht, H. L.
 Stevens, H. H.
 Schontz, E. J.
 Nash, G. R.
 Lombardy, A. J.
 Epolucci, J. I.
 Zsitsiz, H. S.
 Wilde, G. E.
 Vermhersch, R.
 Conlin, E. J.
 Cooke, G.
 McDonald, T.
 Morgan, A. D.
 Tobey, F. L.
 Thorp, A. W.
 Donoho, W. A.

Firemen, First Class.

Britten, E. C.
 Betker, J.
 Burke, W. J.
 Crockett, F. B.
 Curtis, H.
 Garrison, W.
 Hucles, W.
 Johannes, J.
 Mabry, E.
 O'Brien, P.
 Padalaski, A.
 Plunkett, F.
 Ray, J. W.
 Sundbye, M. S.
 Thompson, J.
 Walsh, J. J.
 Wentworth, H. F.
 Ready, J.
 Jones, H. C.
 Dial, A.
 Hart, G. B.
 Saulter, M.
 Brophy, J.
 Boland, R. M.
 Cox, W. B.
 Carney, J.
 Donohue, D.
 Hedstrom, F.
 Irving, G.
 Lewis, R. A.
 Lemieux, A.
 McFarland, R. G.
 Perrigo, C.
 Peterson, C. O. G.
 Reid, J. C.
 Steward, C. R.
 Walsh, J.
 Grosch, G.
 Wilt, B.
 Klimont, O. L.

Musicians, First Class.

Davis, E. M.
 Sommer, W.
 Mortland, C. L.
 Jerrold, J. V.
 Gordon, H. E.

Ordinary Seamen.

Ashmore, C. E.
 Adrian, W. J.
 Brown, R. C.
 Barnett, F. C.
 Blume, J. F.
 Briggs, R. H.
 Braner, S. W.
 Clark, A.
 Cox, R.
 Cashman, W. L.
 Curry, H. W.
 Davis, F. F.
 Downs, C. M.
 Esson, J. P.

Anderson, E. H.
 Aronberg, H.
 Bruckner, O. R.
 Brant, J. H.
 Brenner, J.
 Barr, E. J.
 Boone, J. E.
 Cornner, R. R.
 Campbell, C. C.
 Clark, W. C.
 Chambliss, H.
 Cox, C.
 Carragan, J. J.
 Carter, H. J.
 Coray, N.
 Davenport, P. B.
 Danforth, C. C.
 Edmonston, R. L.
 Freeman, C. E.
 Grzeskowiak, J.
 Greenfield, F.
 Hunt, C. R.
 Hoolcy, C. W.
 Jewett, G. H.
 Kaiser, R. C.
 McArdle, H. J.
 Noonan, T. S.
 Sherman, S.
 Stencil, F. C.
 Steiner, C. C.
 Taylor, J. L.
 Talbott, A.
 Thornton, G.
 Walker, H. T.
 Wise, A. P.
 Wintersteen, W. H.
 Embrey, R. O.
 Ford, J. P.
 Grahm, J.
 Hughes, J. C.
 Hazelton, J.
 Kimball, C. C.
 McGovern, J. E.
 McMullin, F.
 Neilson, J. W.
 Rudolph, H. J.
 Schmidt, C. D.
 Swanson, S. W.
 Snearly, A. O.
 Smith, G. W.
 Tanner, A.
 Wilmoth, E. C.
 White, J. C.
 Wilson, C. C.
 Witham, C. A.
 Frost, J. H.
 French, H. B.
 Geyer, F. J.
 Hussong, H. C.
 Lawrence, P. P.
 Madison, L. C.
 Murphy, C. L.
 Mitchell, W. H.
 McLaughlin, C. A.
 Padgett, M.
 Peterman, G. A.
 Smith, J. A.
 Stance, J.
 Trenham, R. H.
 Yetka, J.
 Warner, J. R.
 Wolf, M. W.
 Wosick, W.
 Freeman, C.
 Fowlkes, M. L.
 Froehlich, F.
 Gatlin, M. N.
 Harper, S. B.
 Lauter, E. K.
 Munsell, H.
 Morris, C.
 McEwen, W. B.
 Page, J. N.

Parkhurst, H. A.
 Reed, C. E.
 Reeves, C. B.
 Schlegel, R. W.
 Smith, E. W.
 Sterling, H. W.
 Taylor, W. N.
 Vering, L.
 Waltz, J.
 Winslow, H. C.
 Williams, R. D.
 Wilson, J. E.
 Wentzel, H. O.
 Waterman, M. H.
 Flood, C. E.

Firemen, Second Class.

Foresster, E. A.
 Harper, E.
 Kepp, O. A.
 Richards, H. J.
 Washington, E.
 Zinsmeister, E. J.
 Connolly, P.
 Hambley, G. D.
 Lane, W.
 Payne, B. S.
 Rogers, R. W.
 Maddox, B. F.
 Clark, T.
 Gnaizdowski, A.
 Martin, H.
 Panyard, J. F.
 Willette, C. C.
 Hartigan, J.
 Dunn, E. T.
 Miller, H. V.
 Pointer, R. L.
 Smith, D. B.
 Knichel, W.
 Hartmann, H.
 Smouse, D. R.
 Kruse, G. H.
 Toland, R.
 Morris, W. H.
 Minne, N. B.
 Kehl, C. R.
 Naugher, W. J.
 Pries, A. L.

Shipwrights.

Yeager, A.
 Buetelle, C. F.

Musicians, Second Class.

Bennauer, L. R.
 Steinmetz, F. A.
 Coller, H. J.
 Winterling, L. F.
 Dement, W.
 Meisnner, C.
 Fitzgerald, J. J.
 Nickels, W. H.

Buglers.

Charlton, W. R.
 Ehlinger, J.
 Ware, J. A.

Hospital Apprentices.

Caspers, H. J.
 Van Horn, C. W.

Apprentice Seaman.

Canarita, T.

Coal Passers.

Cameron, E.
 Day, C. J.
 Frank, B. O.
 Hopkins, G. C.
 Hurrelbrink, J.
 Jenkins, C. E.
 Knichel, R.
 leudtke, M. O.
 Roswadowski, F.
 Schmitz, F. C.
 Short, E. J.

Watson, G. C.
 Brashears, T. E.
 Curry, J. C.
 Dabbs, J. J.
 Fink, F. J.
 Henneckes, J. W.
 Johnson, R. J.
 List, J.
 Ramsey, J. A.
 Sanborn, R. A.
 Wachowski, J.
 Wade, I.
 Burton, W.
 Cordell, J. N.
 Gilmore, E. E.
 Hanlon, J. J.
 Koerner, W. G.
 McKenzie, F. N.
 Rief, B.
 Schultz, W. W.
 Trenary, R. B.
 Wattenberger, B.
 Wilroth, A. G.
 Brant, H. W.
 Crooke, L. F.
 Elmer, W. S.
 Hair, H. E.
 Jones, J. Q.
 Mertz, C.
 McCann, H. C.
 Smith, H.
 Weiss, J. A.
 Toner, J. J.

Ship's Cooks.

LaCoppidan, A., S. C. 1c.
 Boiteau, A. L., S. C. 2c.
 Doel, J. E., S. C. 2c.
 Croissant, C., S. C. 3c.
 Yancey, W., S. C. 3c.
 Gould, C. W., S. C. 4c.
 Giles, J. J., S. C. 4c.
 Stewart, G. A., S. C. 4c.

Bakers.

Kuypers, P., 1c.
 Henry, R., 2c.
 Vaughan, C. L., 2c.

Cooks and Stewards.

Frayser, A., Cab. Stw.
 Taylor, J. M., Cab. Cook.
 Matthews, W., W. R. Stw.
 Conner, J., W. R. Cook.
 Wigg, H. S., W. O. Stw.
 Martin, C. H., W. O. Stw.
 Whaley, A., Str. Stw.
 Harden, A., Str. Cook.

Mess Attendants.

Clark, W., 1c.
 Bailey, L. E., 2c.
 Northington, W. J. A., 2c.
 Statesman, J. M., 2c.
 Kerr, E., 3c.
 Cambridge, J. L., 3c.
 Hines, E., 3c.
 Miles, F. 3c.
 McCrindle, H., 3c.
 Weldon, J. Z., 3c.
 Evans, T., 3c.
 Garris, C. W., 3c.
 Wade, E., 3c.
 Baynes, P., 3c.
 Griffin, W. C., 3c.
 Thomas, J. A., 3c.
 Joyner, G. G., 3c.

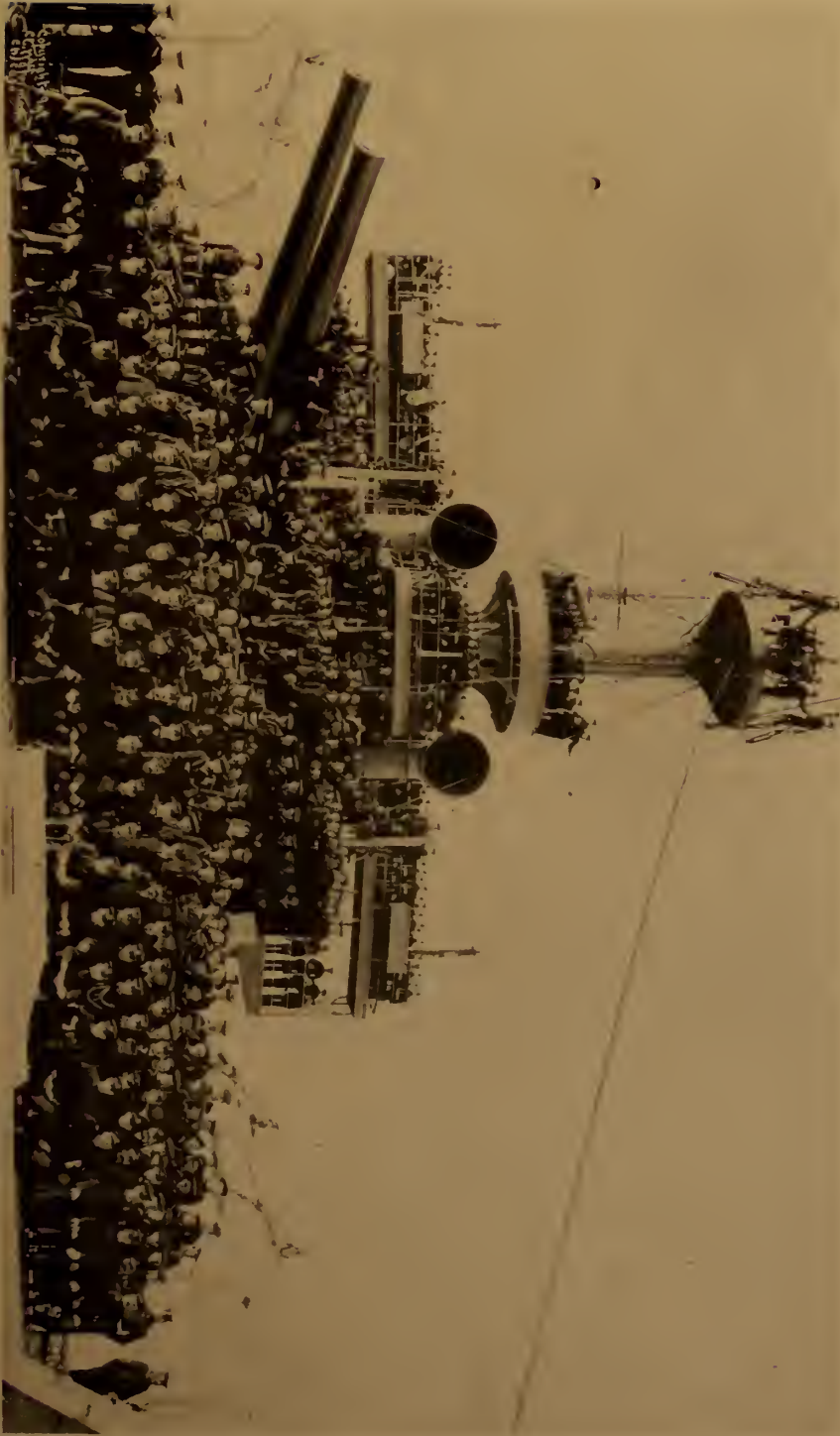
Marine Detachment.

Shra, J., Sergt.
 Erickson, D., Sergt.
 Bart, E. A., Corpl.
 Brown, F., Corpl.
 Swincicki, T., Corpl.
 Waldo, G., Drummer.

Klinger, O., Trumpeter.	Haase, W. F., Private.	Perkins, W., Private.
Armstrong, R. A., Private.	Hargo, O., Private.	Puckett, J. R., Private.
Barnes, M. O., Private.	Herms, J. T., Private.	Raifsnyder, O. S., Private.
Bartlett, A. W., Private.	Ibsen, T., Private.	Richards, J., Private.
Bower, R. P., Private.	Kelley, P. J., Private.	Ripley, F. G., Private.
Boyd, E. R., Private.	Leach, O. H., Private.	Schilling, M. C., Private.
Bradstrom, B. G., Private.	Levin, L., Private.	Scott, H. M., Private.
Banfill, T. D., Private.	Lewis, A. H., Private.	Seaborne, B. G., Private.
Burkhardt, E. C., Private.	Lutes, H. C., Private.	Simens, T., Private.
Butler, C. A., Private.	Martins, W. F., Private.	Smith, H. W., Private.
Carpenter, C. H., Private.	Moorhrad, L. J., Private.	Smyth, T., Private.
Clump, F. E., Private.	Murray, R. C., Private.	Strohl, R. R., Private.
Coby, F., Private.	Myers, W. R., Private.	Taylor, J. J., Private.
Conly, J. C., Private.	McNamara, D. F., Private.	Thompson, R. W. E., Private.
Cooper, N. B., Private.	Neal, G. E., Private.	Thrasher, H. J., Private.
Cowen, W. J., Private.	Newning, O. B., Private.	Wolf, T. C., Private.
Curtiss, P. H., Private.	O'Brien, F. J., Private.	Woods, P. J., Private.
Gardner, J., Private.	Patterson, R., Private.	



THE U. S. S. YANKTON (Dispatch Boat to the Commander-in-Chief), Lieutenant W. R. Gherardi, Commanding.



OFFICERS AND CREW OF THE U. S. S. CONNECTICUT.

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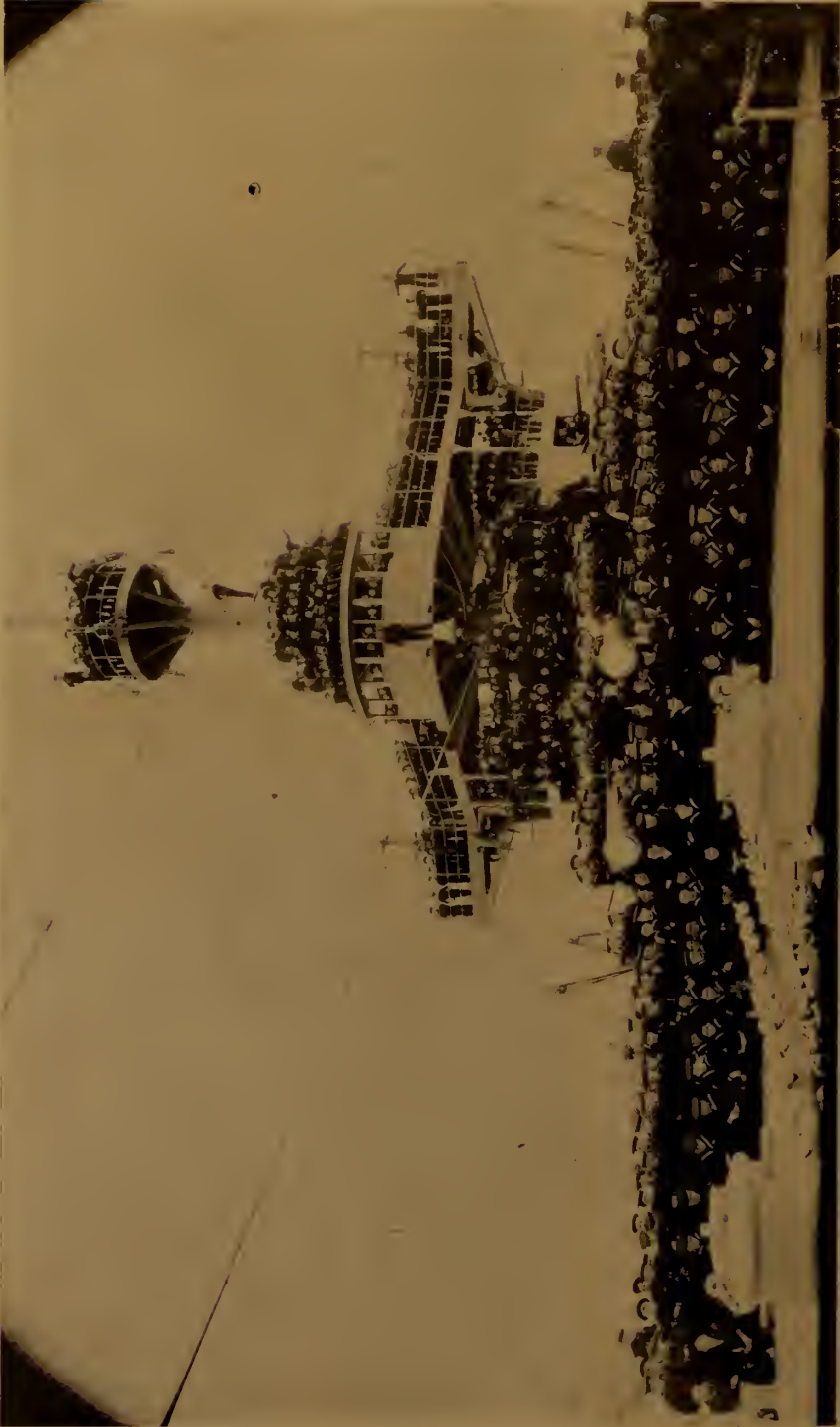


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OFFICERS AND CREW OF THE U. S. S. KANSAS.

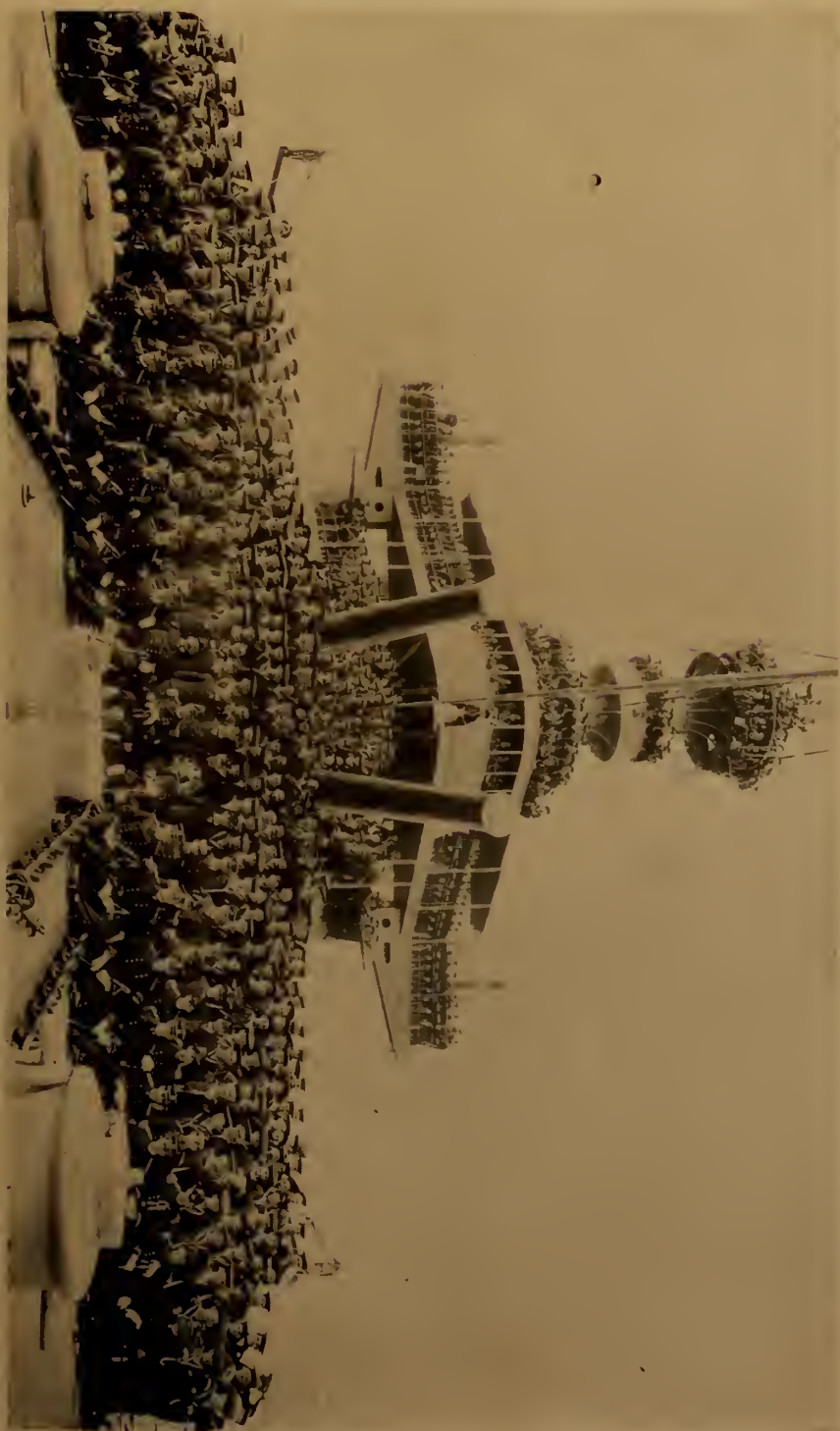


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OFFICERS AND CREW OF THE U. S. S. LOUISIANA
This picture was taken during target practice in Magdalena Bay, March, 1908

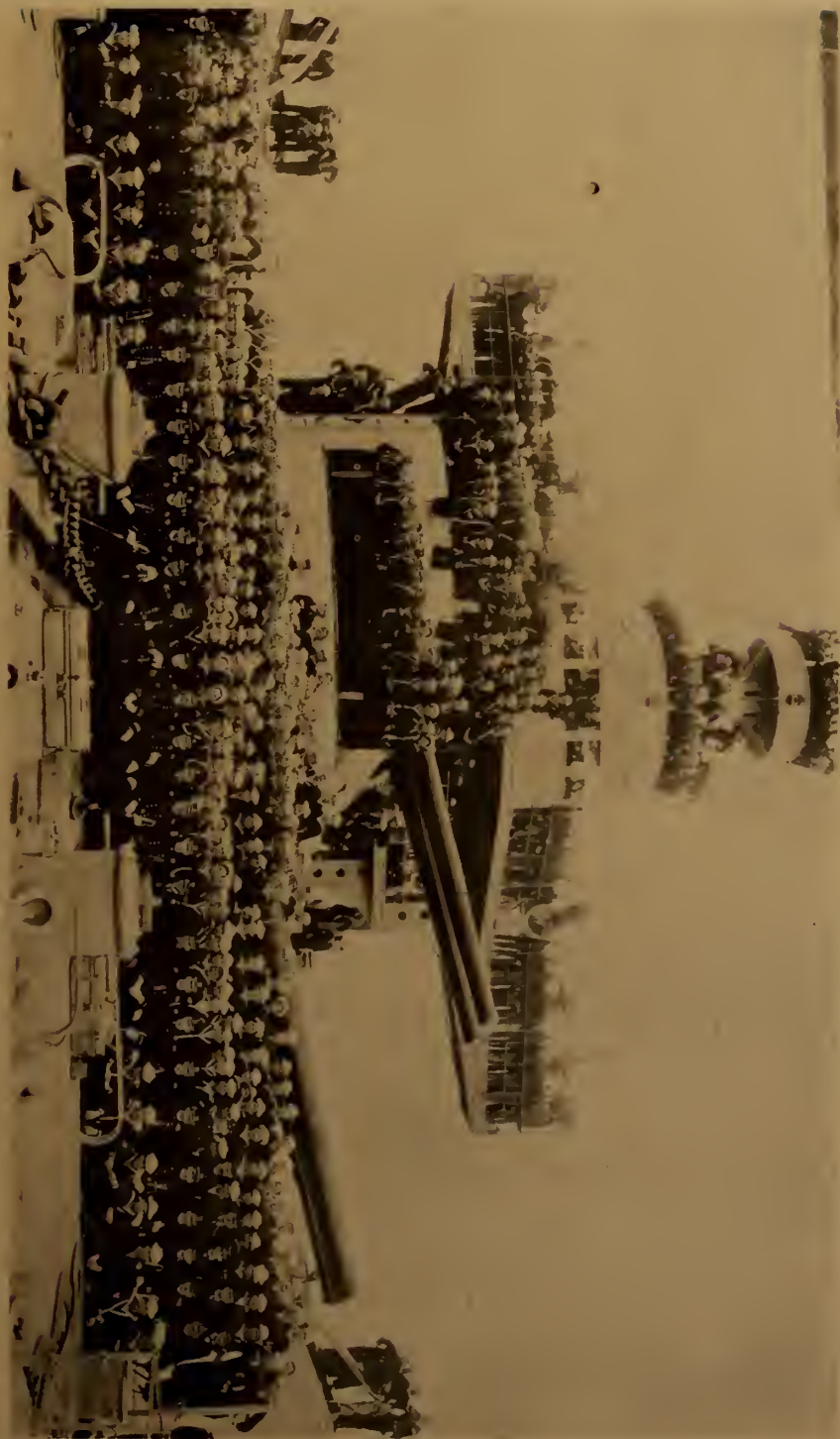
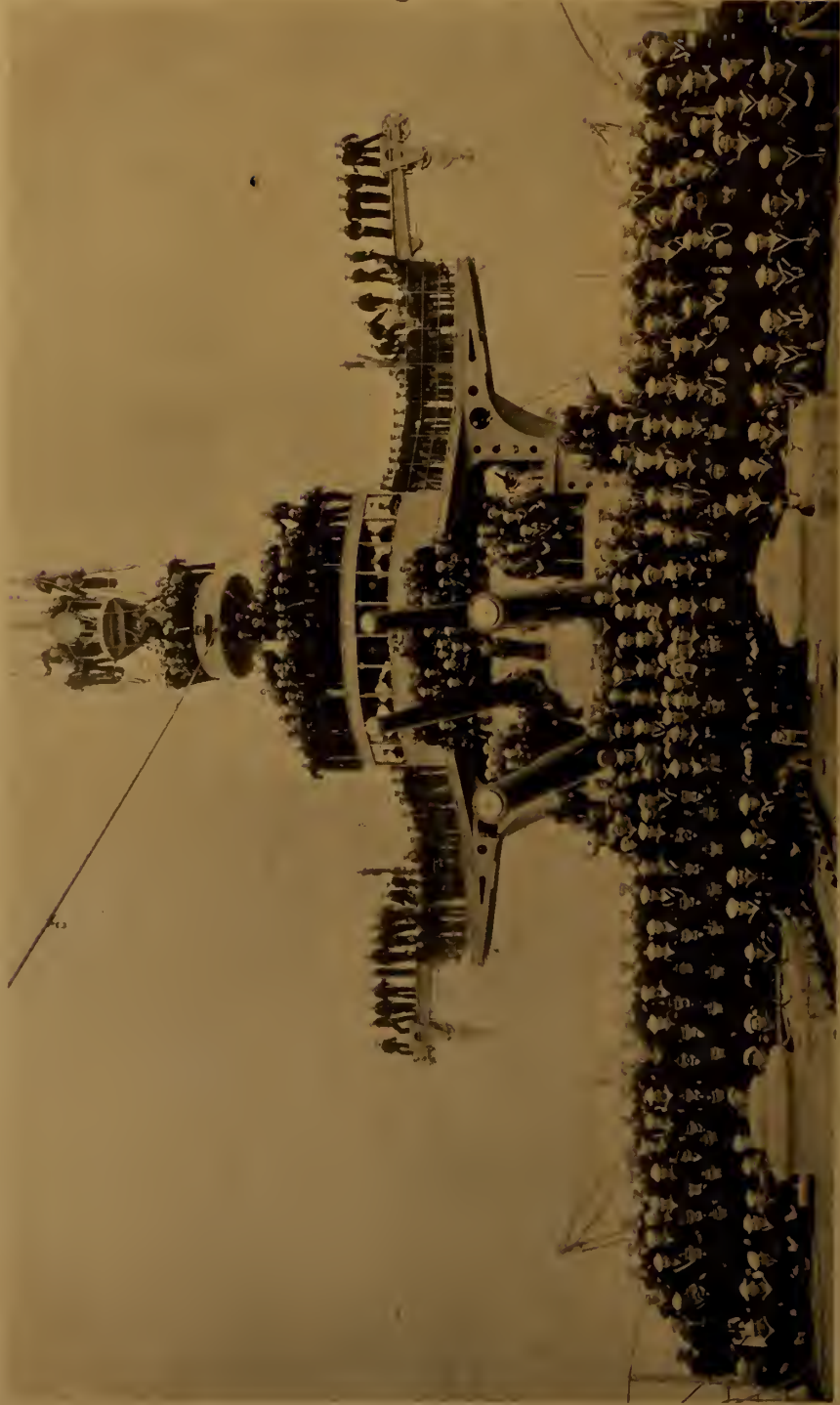


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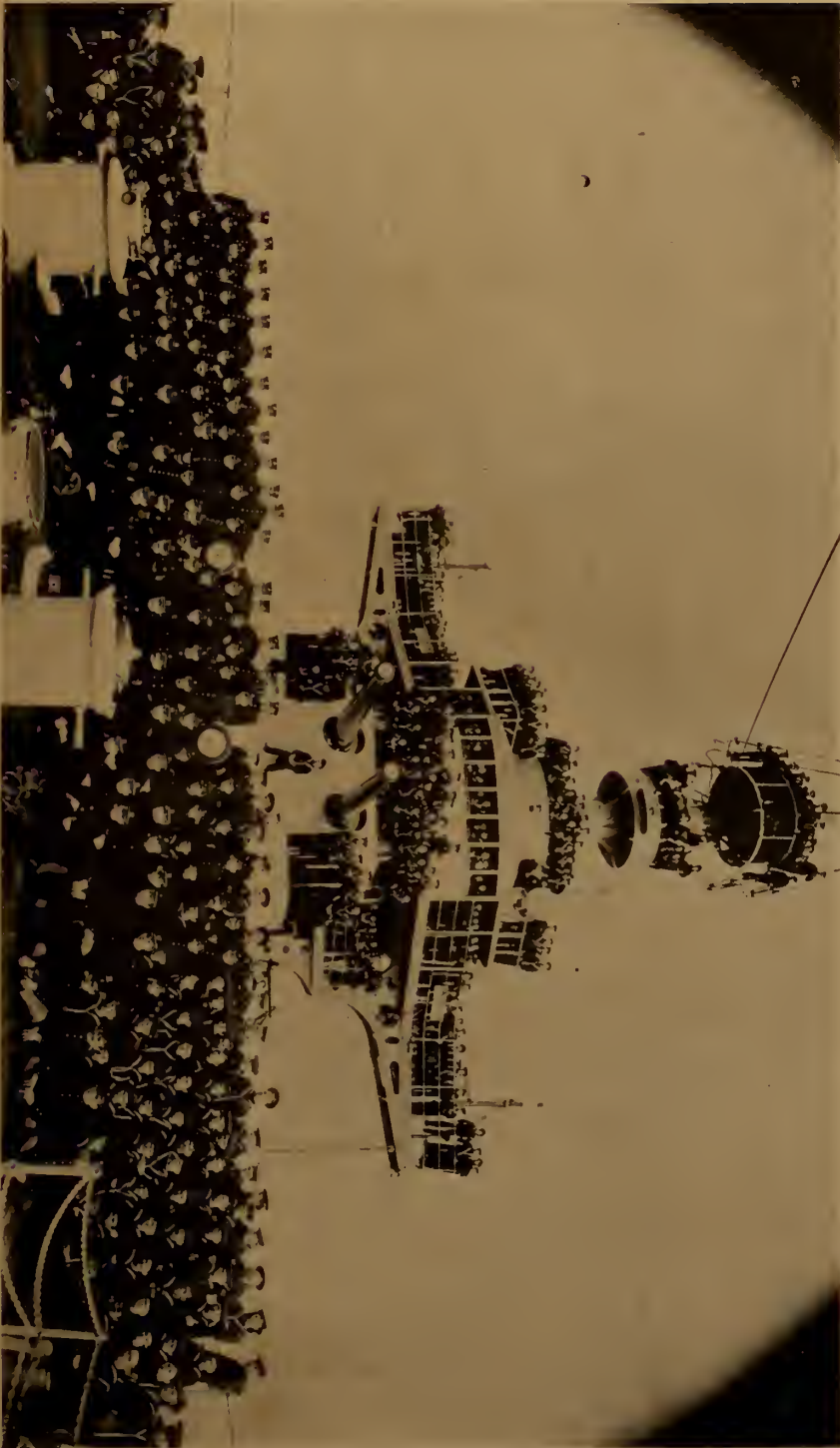


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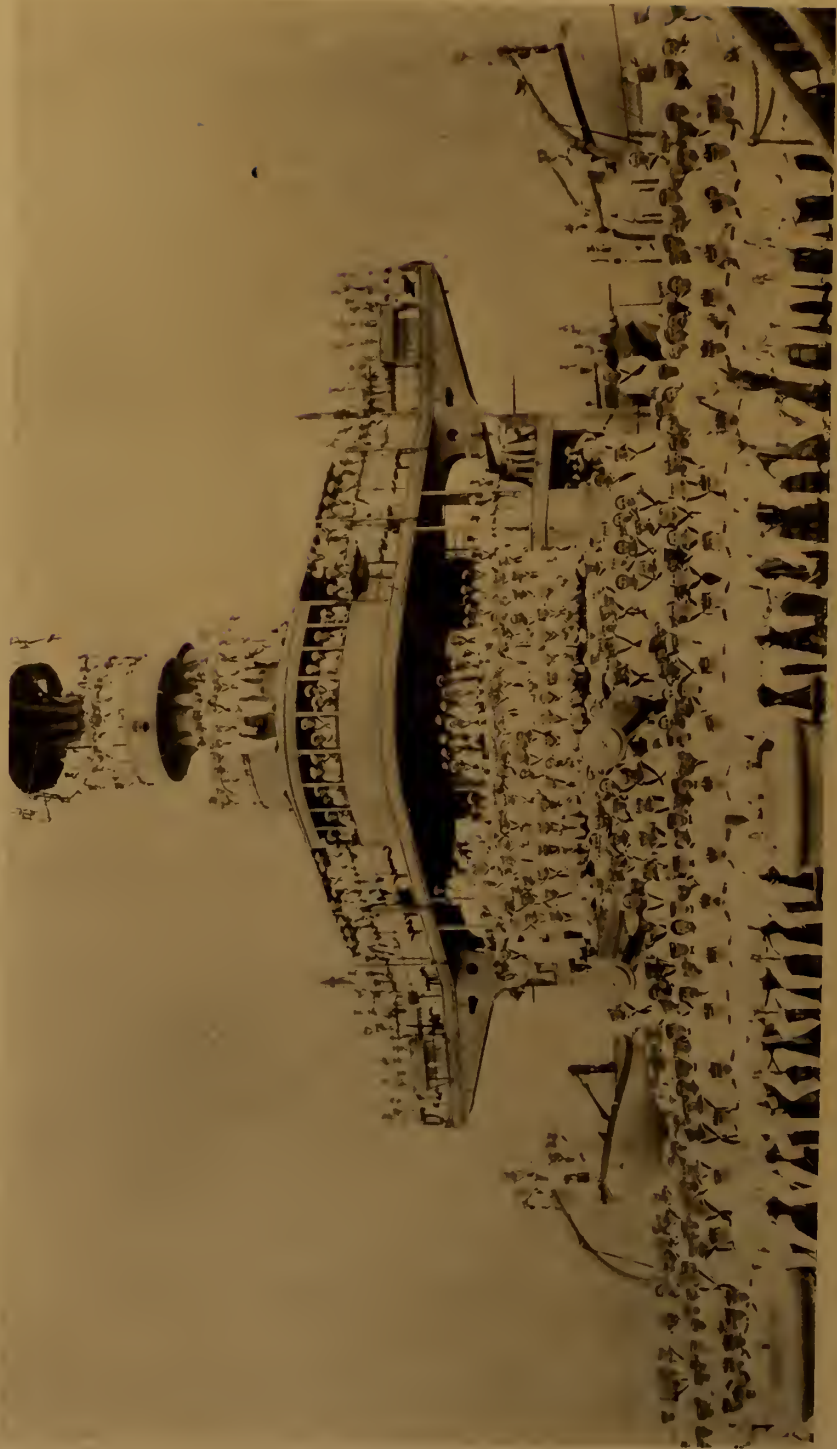


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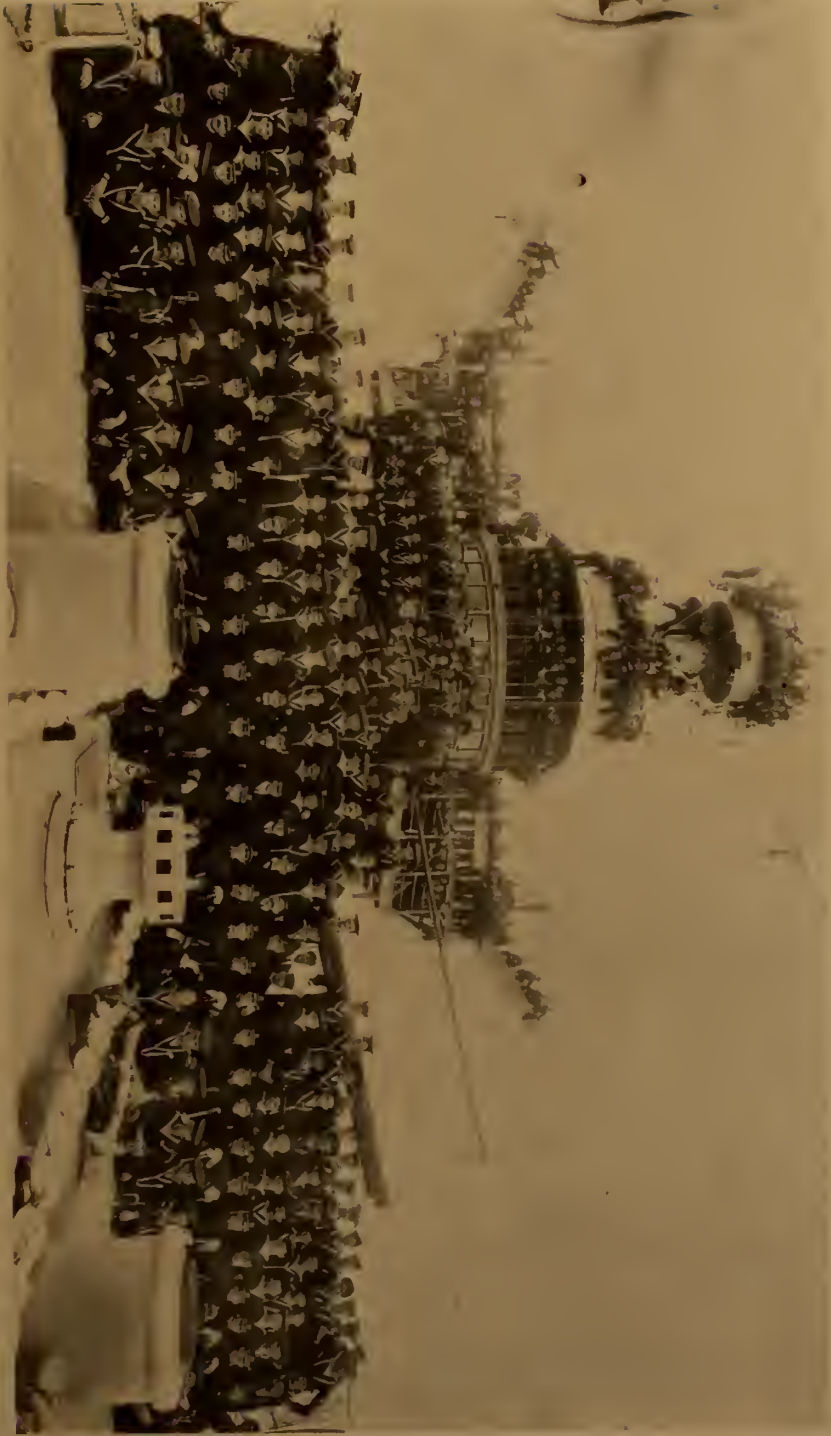


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OFFICERS AND CREW OF THE U. S. S. MISSOURI

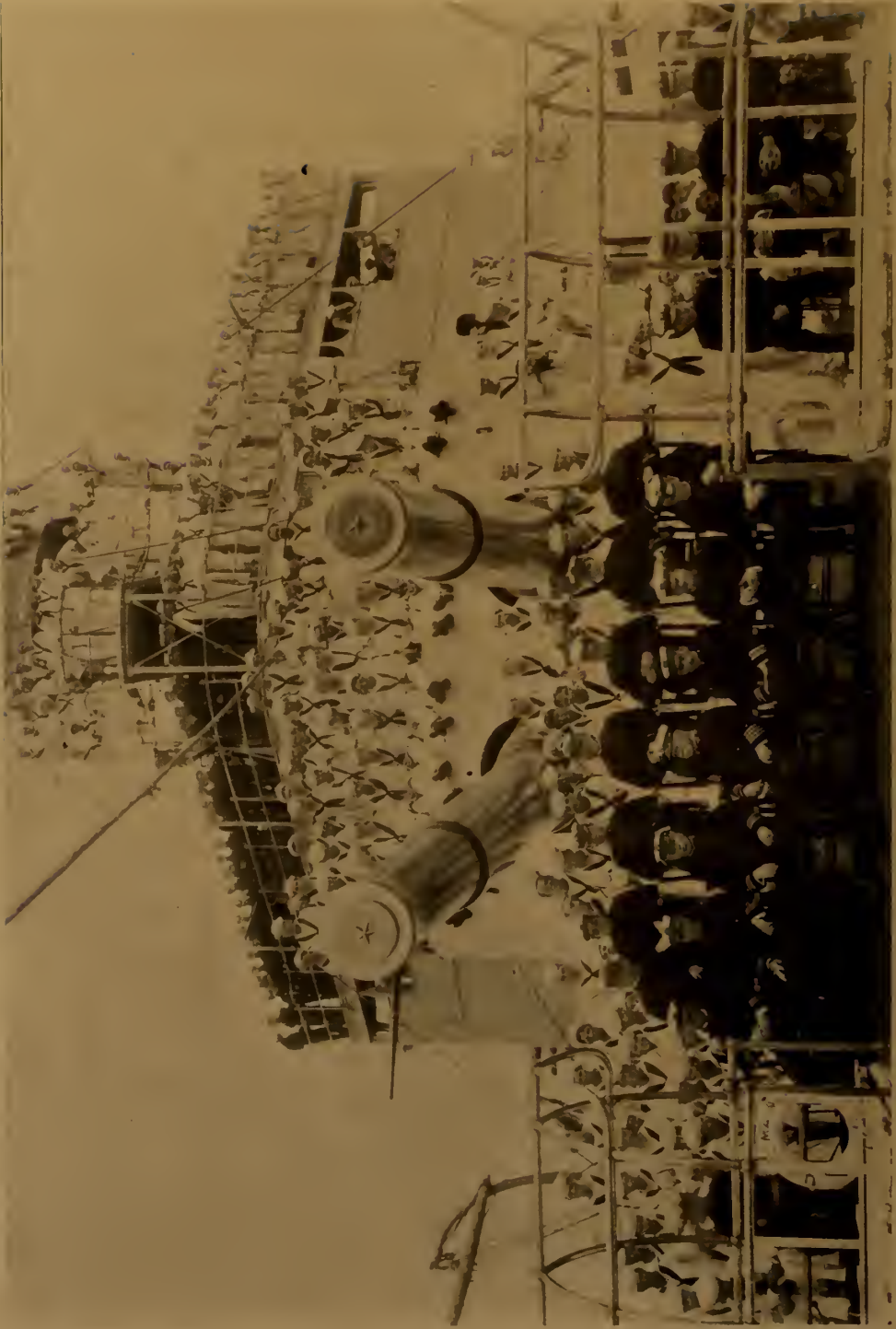


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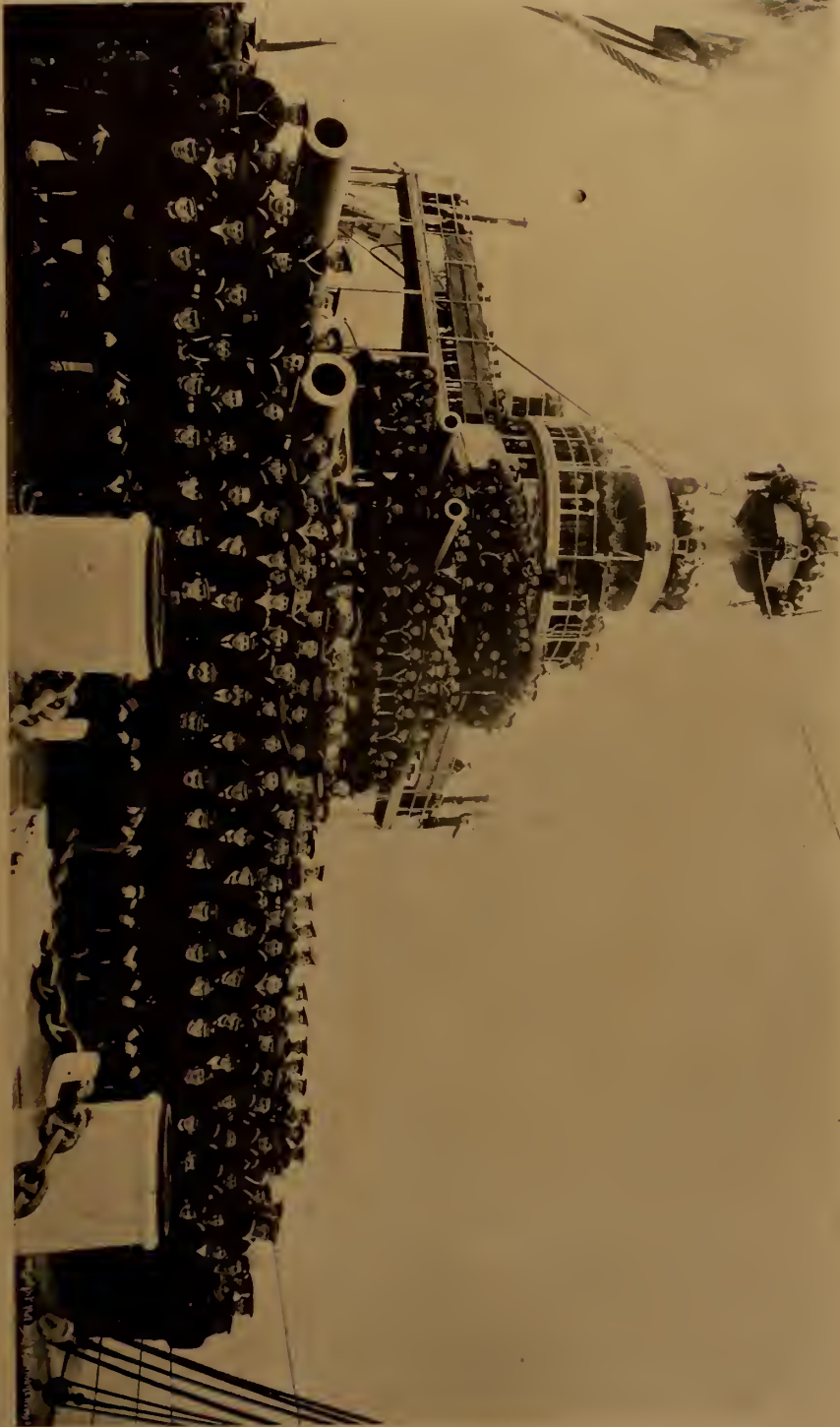


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BASEBALL TEAM AND ROOTERS OF THE U. S. S. MINNESOTA

This picture was taken during target practice in Magdalena Bay, March, 1908

Chapter XII

WITH THE AUXILIARIES

of the

FLEET





HE'S a home: the smoking lamp is never out." That is the optimistic way that the crews of the supply ships, *Glacier* and *Culgoa*, have of looking at life aboard. And then, too, there is the "machinery boat," the *Panther*, a happy combination between a "work house" and a "home."

These three ships formed the auxiliaries of the fleet. The *Yankton*, too, was with them; but it seemed as though she considered herself an independent unit of the combination of fleet and auxiliaries. She it was that followed the *Connecticut* as a pilot fish follows a shark. "Always there," the *Yankton* won a place in the hearts of all hands in that big fleet, for she brought mail; and no one ever heard the word passed: "Lay aft all the *Yankton*'s working party!" This could not be said of the other two ships, the *Glacier* and the *Culgoa*; but if such had not been the case there would have been a hungry lot of men in that fleet as it steamed around South America. The people with the "chow" were the people to be respected.

The paymaster seems to be the big man on a supply ship; he is cumbered with much responsibility and invariably his hair will be found prematurely gray. The doctor is there because the regulations prescribe that he should be. But what a relief it is to be on a supply ship. One can actually hold an uninterrupted conversation with a "line" officer for ten minutes without having him excuse himself with remarks something like these: "Excuse me for a moment, I think that I forgot to label that gun 'Bore Sighted,'" or, "Pardon me, while I write down this idea I have for the control of the fire of Colt's automatic; I may forget it; and I think that its application will win the trophy for this ship."

The *Panther* is a floating machine shop and foundry; and during the voyage she was ever ready to make a casting to replace something that might have been fractured on one of the big battleships. One entire deck is devoted to a large machine shop, and it would have to be a big job indeed that the *Panther* could not turn out.

Sometimes, leaving port ahead of the fleet, the supply boats were overhauled before the next port was reached. Sometimes the order of things was reversed; and the supply boats overhauled the fleet. At all events, whenever the fleet arrived at a port, there as punctually as clock-work were the supply ships with hatches open waiting for the boats to come alongside for stores.

South American beef trusts were very much surprised and disappointed when they learned of the capacity of the *Glacier*'s refrigerators, and when they found no sale for the supplies of beef they had been preparing in anticipation of the arrival of the fleet. There was abundance of good, fresh, United States beef in the *Glacier*'s cold storage when the fleet arrived at Magdalena.

The *Culgoa* made an "extra trip" to San Diego, California, for a load of supplies for the fleet during target practice, incidentally taking a cargo of mail and a few pencil-pushers of the daily press and some snap-shotists. The two ships took "turn about" with the heavy work; and so it was the *Glacier*'s turn to make the next trip for supplies for the fleet while it was celebrating along the coast of California.

The *Glacier* sailed from Magdalena Bay two days before the fleet with San Francisco for its destination.

The supply boats bore the distinction of being the first of the fleet to reach home soil after the voyage. The *Culgoa* touched at San Diego and the *Glacier* at

San Francisco. The whale-boat's crew of the Glacier was the first lot of men of the fleet to have landed in San Francisco; and theirs was the duty of taking a boat load of mail to the postoffice. Then followed the same old routine of the supply boat-load, return to the fleet and unload.

These supply boats may appear to be tramps, great cargo steamers; they may not have ping pong and target practice; the commanding officer may even pass up the bag inspection and general muster, but they are navy, just the same. The same men will be found aboard them that one will find on the battleships, the same officers, the same field days and the same application of sand and canvas to the end of maintaining the same white decks, spotless paint-work and polished brass.

Auxiliaries they are, but what a potent factor they make in the great fleet which could not proceed without them.



THE U. S. S. PANTHER.

Commander V. S. Nelson.	Chief Boatswain F. Carral.	Cowan, Joseph, Seaman.
Lieut.-Comdr. L. M. Nulton.	Chief Carpenter G. J. Shaw.	Cornelius, J. B., El. 3c.
Lieutenant E. H. De Lany.	Warrant Machinist C. L. Phillips.	Crawford, J. A., C. P.
Lieutenant J. C. Kress.	Warrant Machinist C. G. Nelson.	Creedon, Frank, O. S.
Ensign J. P. Hart.	Warrant Machinist W. F. Mullinix.	Cullington, Robert, Bmkr.
Ensign H. A. Stuart.	Warrant Machinist G. W. Johnson.	Dames, G. A., M. M. 1c.
P. A. Surgeon J. D. Manchester.	Pay Clerk J. A. Rebentisch.	Derr, C. E., O. S.
Asst. Paymaster T. Williamson, Jr.		Dolen, R. F., O. S.
Alderdice, W. E., O. S.	Breslin, R. H., H. App.	Donahue, J. J., F. 1c.
Alexander, E. S., O. S.	Brice, F. O., El. 3c.	Douno, Kicho, Cab. Cook.
Allen, D. A., F. 2c.	Bromley, Ira J., C. P.	Doyle, J. P., Seaman.
Ambort, J. A. E., O. S.	Brown, James, F. 1c.	Dressler, M. J., O. S.
Baker, K. M., M. M. 1c.	Brown, James V., C. P.	Dunlapp, Roy, C. P.
Baum, Max, O. S.	Buell, W. S., O. S.	Dunne, C. R., C. P.
Baum, W. W., M. M. 1c.	Burgess, Henry A., O. S.	Dye, H. P., Yeo. 2c.
Beach, A. R., B. M. 2c.	Burns, James, W. T.	Edwards, F. M., Seaman.
Beldler, P. B., F. 2c.	Butler, James T., M. Att. 3c.	Erb, C. R., H. App. 1c.
Berger, F. A., C. M. M.	Cahill, J. A., C. P.	Evans, C. W., O. S.
Bissinger, J. F., Bugler.	Carroll, J. E., Sea.	
Boldt, J. W., M. M. 1c.	Caton, William, M. M. 1c.	
Bonner, T. H., M. Att. 3c.	Cenhas, E. A., Oiler.	
Bonney, J. W., El. 2c.	Clark, Elmer W., O. S.	
Boyd, Harman, W. T.	Clement, Clarence, Yeo. 1c.	
Boyd, J. H., F. 1c.	Coffey, D. W., Sea.	
Brady, P. G., S. Ck. 1c.	Coombe, John, Jr., C. P.	
Branch, G. J., El. 1c.	Copple, Wesley R., O. S.	



MACHINE DECK OF THE U. S. S. PANTHER.

Evans, F. E., C. P.	Lambert, E. G., F. 1c.	Pettersen, Peter, O. S.
Fay, J. H., O. S.	Lapointe, G. J., Seaman.	Pierce, R. A., Seaman.
Fennell, W. P., C. P.	Larner, George, C. B. M.	Quigley, John, C. P.
Fitzhenry, John, Blksmith.	Lennertz, B. F., F. 2c.	Quintard, W. B., O. S.
Fletcher, A. H., C. P.	Lick, H. J., Yeo. 3c.	Rankin, D. W., C. P.
Fletcher, E. C., S. Ck. 3c.	Ligon, J. A., Yeo. 1c.	Read, Frank, M. Att. 3c.
Foss, Daniel, Q. M. 3c.	Long, George, O. S.	Reeves, H. H., O. S.
Fralick, George, O. S.	Long, Harry, C. P.	Remsen, I. B., F. 1c.
Fugi, Ta, W. O. Cook.	Lovett, J. B., M. Att. 3c.	Richardson, J. V., O. S.
Garrison, G. F., O. S.	Loysen, J. D., O. S.	Richardson, W. A., El. 2c.
Gordon, F. C., Csmth.	Ludwig, Adolph, O. S.	Ruhle, Herman, Cox.
Gordon, John, S. F. 2c.	Lynch, M. J., C. C. M.	Runyon, T. W. S., O. S.
Green, Napoleon, M. Att. 3c.	Lyon, Leonard, P. and F.	Rush, J. P., C. P.
Gregg, N. L., O. S.	Mackerey, C. J., C. M. M.	Russell, J. A., C. P.
Griffin, J. J., F. 2c.	Mackey, J. J., Seaman.	Sahara, Tarō, W. O. Stw.
Grimley, P. J., Seaman.	Mann, S. H., C. M. A. A.	Scheffel, Fred, O. S.
Grossman, Sam, O. S.	Marble, Tanematsu, C. Std.	Schneider, W. W., F. 2c.
Guinan, M. J., Oiler.	Matsuki, Tanematsu, C. Std.	Schuckert, J. A., M. M. 2c.
Guth, Julius, C. P.	Meiner, George, F. 1c.	Seddon, T. A., Bmkr.
Guth, W. A., C. P.	Miller, James, C. P.	Sheen, Ernest, C. P.
Hackett, R. F., Q. M. 1c.	Millett, J. H., Jr., C. W. T.	Shelton, Grover, C. P.
Hahey, Thomas, F. 2c.	Mitchell, W. C., C. P.	Shortell, William, Bmkr.
Hand, Richard, C. M. M.	Moore, W. C., O. S.	Simmons, J. W., M. M. 1c.
Hann, Rolla, Ch. Yeo.	Morgan, Sherman, F. 2c.	Simons, Frank, P. and F.
Harpain, J. J., Bmkr.	Morris, Oscar, Q. M. 3c.	Skelton, W. O., S. Ck. 4c.
Hedderson, J. J., Seaman.	Murphy, Michael, F. 2c.	Skinner, William, W. R. Stw.
Henning, C. O., F. 2c.	Myers, F. S., O. S.	Slider, J. W., C. P.
Herrmann, L. T., Blksmith.	McCray, Robert, M. Att. 3c.	Smith, Geo. F., O. S.
Hershey, N. D., O. S.	McCurdy, J. O., F. 1c.	Spence, H. M., Seaman.
Higdon, H. N., O. S.	McDonald, T. J., Blksmith.	Spooner, W. F., O. S.
Hinnerson, H. H., O. S.	McDonough, J. P., F. 1c.	Stareck, T. A., H. Stw.
Isaacson, C. W., C. M. M.	MacIntyre, James, C. M. M.	Steinfeldt, C. J., Blksmith.
Janecko, J. W., O. S.	McLaughlin, J. A., C. P.	Stewart, Sidney, O. S.
Jenkins, A. M., Yeo. 3c.	McNab, George, C. M. 2c.	Stockard, S. L., M. M. 2c.
Jessup, R. E., Att. 3c.	McNaught, J. J., Blksmith.	Sueme, Charles, O. S.
Johnson, Oscar, Csmth.	McPartland, C. E., Csmth.	Tornatto, L. A., Seaman.
Jones, C. C., M. M. 1c.	McPherson, J. C., O. S.	Trefry, John, Jr., C. C. M.
Jones, F. D., M. Att. 3c.	Neal, E. T., C. P.	Tucker, W. R., O. S.
Jordan, George, W. R. Cook.	Nelson, N. J., O. S.	Turner, G. W., F. 1c.
Kane, C. C., C. M. M.	Nilsen, Martius, C. Q. M.	Vann, Raymond, M. M. 2c.
Kane, J. H., F. 1c.	North, S. H., El. 2c.	Wall, W. L., C. C. M.
Keener, T. A., C. P.	Nyberg, O. A., F. 1c.	Wallis, L. L., C. P.
Kennedy, James, C. P.	O'Connor, John, Seaman.	Watson, George, M. Att. 3c.
Kenny, F. P., Ch. Yeo.	Oldham, W. R., F. 2c.	Walsh, F. T., M. M. 1c.
Knoth, C. A., F. 2c.	O'Rourke, T. J., Bmkr.	Weiler, W. F., F. 2c.
Koehler, R. L., Cox.	Parker, F. B., O. S.	White, Samuel, Oiler.
Kramer, W. G., C. P.	Payne, E. A., F. 2c.	Wiloughby, W. J., Seaman.
Lallathin, C. C., S. F. 2c.	Patit, Silvester, F. 1c.	Windsor, S. E., Blksmith.



THE U. S. S. GLACIER.

Commander W. S. Hogg.
 Lieut-Comdr. C. J. Lang.
 Lieutenant W. A. Jefferson.
 P. A. Paymaster B. M. Dobson.
 P. A. Surgeon B. F. Jenness.
 Chief Boatswain C. J. Cooper.

Chief Boatswain J. McCarthy.
 Chief Boatswain P. Hennig.
 Boatswain E. J. Cartwright.
 Warrant Machinist R. F. Nourse.
 Pay Clerk J. H. Rauch.

Ahern, E. J., O. S.	Flynn, Edward, C. M. M.	McQuaid, William, Cox.
Arntsen, Hans, C. M. 1c.	George, W. C., O. S.	McEvady, J. J., O. S.
Adams, L. H., Yeo. 3c.	Gallison, V. G., M. A. A. 2c.	Merritt, G. C., El. 1c.
Appel, R. P., O. S.	Gregory, Charles, Bkr. 1c.	Morin, E. A., Cox.
Alexander, C. S., O. S.	Griffith, W. R., Yeo. 2c.	Moto, Say, W. R. Cook.
Barry, F. E., B. M. 2c.	Grant, William, Cox.	Medenbach, P. F., O. S.
Buchanan, T. E., Seaman.	Goldstane, Morris, Q. M. 2c.	Murtaugh, T. J., F. 2c.
Beetle, C. C., C. P.	Goodman, William, C. Q. M.	Metzelaar, P. R., C. P.
Brock, Charles, F. 1c.	Geith, Frederick, Cox.	Mason, W. J., C. P.
Buck, C. W., M. M. 2c.	Gillispie, A. W., O. S.	Marys, Joseph, Seaman.
Burns, R. C., M. M. 2c.	Holt, G. H., F. 2c.	Manly, Birty, Seaman.
Byrne, W. J., Seaman.	Hamilton, W. F., F. 1c.	Neville, E. M., Oiler.
Bills, George, O. S.	Haley, W. J., Q. M. 1c.	Norris, L. G., W. Tndr.
Bowser, E. W., O. S.	Healy, James, F. 1c.	Newman, J. A., O. S.
Burba, M. W. H., O. S.	Hinkey, B. O., Hos. Stw.	Newton, J. M., O. S.
Cannon, L. B., O. S.	Hannack, J. F., M. M. 1c.	Noonan, G. J., O. S.
Collins, C. E., Cox.	Hennessy, W. P., P. and F.	Osterberg, C. H., Seaman.
Cornelius, Arthur, C. P.	Hobbs, F. J., B. M. 1c.	Paniatowski, Boleslaw, O. S.
Craig, John, F. 1c.	Hopper, W. F., M. Att. 3c.	Perkins, F. W., M. Att. 2c.
Carlson, C. R., Seaman.	Holmes, H. T., C. M. M.	Poor, B. G., F. 1c.
Churvi, Albert, Bugler.	House, Willie, M. Att. 3c.	Proctor, B. N., Blksmth.
Cleave, J. B., C. P.	Henley, Willie, M. Att. 3c.	Paasch, H. H., O. S.
Corcoran, T. J., C. P.	Hinkleman, C. F., Bmkr.	Parker, L. E., O. S.
Corey, Edward, F. 2c.	Hiller, E. G., Seaman.	Quintyne, Cecil, F. 1c.
Cummings, R. A., O. S.	Harlow, R. W., S. Cook 4c.	Riley, W. J., Seaman.
Cunningham, F. J., Bugler.	Hill, G. W., O. S.	Rutan, E. J., Bkr. 2c.
Craghed, Christopher, C. P.	Horeis, J. F., O. S.	Roe, E. R., O. S.
Conrad, Robert, O. S.	Huston, A. B., O. S.	Rudolf, C. E., C. C. Stw.
Dougherty, J. J., O. S.	Jackson, J. W., O. S.	Reynolds, Charles, S. Ck. 3c.
Darnell, J. L., F. 2c.	Joraleman, F. W., C. M. M.	Reid, W. H., F. 2c.
Devereaux, R. L., F. 2c.	Kaiser, Charles, C. P.	Rumbold, H. D., Bmkr.
Dixon, J. A., M. Att. 2c.	Kirwin, F. R., F. 2c.	Radcliffe, W. W., O. S.
Davis, E. L., C. P.	Kimber, Edward, M. Att. 1c.	Ruh, H. A., O. S.
Doughty, Benjamin, C. P.	Kitchen, J. D., O. S.	Rice, F. E., O. S.
Depew, L. P., C. P.	Lewis, Thomas, W. Tndr.	Reynolds, Harry, O. S.
Dethloff, A. E., Seaman.	Lockhart, A. P., F. 1c.	Samples, D. P., O. S.
Davidson, James, O. S.	Leonard, A. C., Seaman.	Sherlock, J. F., El. 3c.
Dunbar, Patrick, C. P.	Lee, H. A., El. 3c.	Sherlock, F. O., Seaman.
Davis, C. N., O. S.	Lennon, J. W., Q. M. 3c.	Stotler, M. T., F. 2c.
Everett, W. L., Yeo. 1c.	Lee, Martin, Oiler.	Snyder, C. H., C. M. A. A.
Eagan, T. F., C. P.	Landon, H. R., F. 2c.	Sykes, Moses, S. Ck. 1c.
Fisher, A. C., Seaman.	McNeill, G. D., Yeo. 3c.	Sheffield, W. C., Hos. App. 1c.
Fitchett, S. M., Yeo. 2c.	McCarthy, J. M., Seaman.	Sunderman, J. T., Seaman.
Fernandez, Manuel, W. O. Ck.	McMullen, G. L., Oiler.	Smith, W. J., Fir. 2c.
Filid, Arthur, C. W. T.	McNeil, A. E., M. M. 2c.	Snyder, S. W., Fir. 2c.

Speirs, George, Ch. Yeo.
 Sullivan, P. J., C. P.
 Simons, A. D., Painter 3c.
 Swecney, James, F. 2c.
 Sommer, Henry, O. S.
 Snyder, E. J., Yeo. 2c.
 Sawyer, Bennie, C. P.
 Samson, R. F., O. S.
 Scott, Earl, O. S.
 Swanson, Robert, O. S.
 Standridge, C. W., O. S.
 Soots, Al, O. S.
 Sharne, W. M., O. S.

Smith, Richard, M. Att.
 Taffe, F. M., Seaman.
 Tanner, R. T., El. 2c.
 Tressel, J. C., El. 1c.
 Trapp, L. W., Seaman.
 Tokuge, Honda, Cab. Cook.
 Violet, Leo, S. C. 4c.
 Weckstrom, August, C. B. M.
 Wilson, Albert, F. 1c.
 Wilson, J. H., F. 1c.
 Willey, E. C., M. M. 1c.
 Warner, R. J., O. S.
 Weber, M. H., O. S.

Ward, H. L., O. S.
 Wright, Everett, O. S.
 Wood, B. D., O. S.
 Watson, G. C., Seaman.
 Watson, James, C. P.
 Welsh, J. T., C. M. M.
 Weathers, Paul, O. S.
 Wilsford, Roy, O. S.
 Wampole, E. A., O. S.
 Yama, Sisuki, W. R. Stw.
 Yamauchi Rikiji, Cab. Stw.
 Yeager, C. H., O. S.
 Zenz, C. P., O. S.



WHALEBOAT AND CREW OF THE SUPPLY SHIP GLACIER.

The first men of the fleet to step foot in San Francisco after the famous voyage.



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THE U. S. S. CULGOA.

Lieut-Commander J. B. Patton.
 Lieutenant L. J. Connelly.
 Ensign W. H. Toaz.
 Ensign E. F. Greene.

Ensign I. F. Dortch.
 Asst. Surgeon E. E. Curtis.
 Asst. Paymaster M. H. Karker.
 Pay Clerk F. L. Jones.

Ahern, G. A., Ch. Yeo.
 Allen, J. C. S. 3c.
 Arpp, C. J., P. and F.
 Banks, H., C. P.
 Baylor, B. C., O. S.
 Beaubien, M. W., O. S.
 Beckett, H. M. at A. 2c.
 Blake, E. C., Blksmith.
 Blisco, M., Jr., O. S.
 Bandy, E., O. S.
 Bowman, B. H., O. S.
 Brown, H. S., Hos. Stw.
 Brock, F., O. S.
 Brooks, A. H., G. M. 1c.
 Brown, G. N., C. P.
 Brown, H. V., Bkr. 2c.
 Brown, H. W., O. S.
 Brown, P. M., M. at A. 3c.
 Byrne, J. J., F. 2c.
 Black, E. M., B. M. 2c.
 Caldwell, G. H., M. at A. 3c.
 Carr, W., Oiler.
 Carter, B. H., Ch. M. M.
 Carrington, C., F. 1c.
 Chapman, J. J., O. S.
 Collins, J., Seaman.
 Collins, P. H., Seaman.
 Cook, G. P., Hos. App. 1c.
 Cooper, E. E. M., Cox.
 Courter, E., O. S.
 Curley, J. W., M. M. 1c.
 Daly, T. M., C. P.
 DeBois, E. W., M. at A. 3c.
 Douglass, A. C., O. S.
 Duncan, W. L., O. S.
 Dunn, M., Cox.
 Durman, D., W. T.
 Evans, M., O. S.
 Falvey, M. M., C. P.
 Fehl, H. A., Ch. Q. M.

Fetan, J., F. 1c.
 Fitting, C. J., El. 2c.
 Folan, J., W. T.
 Forrest, F. J., F. 2c.
 Frazier, C. S., F. 2c.
 Gallahan, H., Oiler.
 Gardner, F., Seaman.
 Gever, J., O. S.
 Golenbiewski, J., O. S.
 Graham, E. M., O. S.
 Gudat, A. F., O. S.
 Harper, C. R., C. P.
 Hensley, W. B., O. S.
 Herbert, T., F. 2c.
 Herche, J., Q. M. 3c.
 Herr, L., O. S.
 Horman, F., C. P.
 Houriban, F., Ch. M. at A.
 Hulsey, F. A.,
 Icard, F. E., O. S.
 Jackson, H., C. P.
 Jackson, T., F. 1c.
 Jaworski, J., O. S.
 Jenkins, B. H., C. P.
 Jensen, A., F. 2c.
 Johnson, J. H. A., Ch. B. M.
 Jones, J. R., Seaman.
 Kallanich, E. H., Bkr. 1c.
 Kramer, C. J., Seaman.
 Kramer, T. F., Seaman.
 Landry, H. P., Q. M. 2c.
 Langhrey, W. A., C. P.
 Lebrok, J., F. 2c.
 Ledford, E., F. 2c.
 Lynch, G. W., R. Cook.
 Lloyd, R. B., O. S.
 Lott, J. A., C. P.
 Ludeke, Henry, S. C. 1c.
 Lumpkin, J. J. R., W. R. Stw.
 McCarthy, W. P., C. P.

McCoy, W. D., Seaman.
 McDowell, M. H., Seaman.
 McEwan, A. J., O. S.
 McLaughlin, R. J., Seaman.
 McSpadden, J., O. S.
 Martin, T. J., C. P.
 Massey, G. P. M. M. 2c.
 Masterson, H., Ch. Yeo.
 Miller, I. A., C. M. 1c.
 Minnix, J. M., F. 1c.
 Morehouse, D. Van L., Yeo. 3c.
 Morgan, E. C., El. 3c.
 Morgan, M. J., C. M. M.
 Mosbacher, W. A., O. S.
 Moseley, L. E., S. C. 4c.
 Murphy, J. P., F. 2c.
 Murphy, O., C. M. M.
 Murphy, W. P., B. M. 2c.
 Nordsten, J., Q. M. 1c.
 O'Brien, J., Ch. M. at A.
 Parent, R., Seaman.
 Potts, W. H., Seaman.
 Preston, T., F. 1c.
 Price, R., O. S.
 Prosperi, C. B., C. M. M.
 Rafferty, J. F., Bmkr.
 Rankin, W. Z., El. 2c.
 Reed, R. H., Seaman.
 Rennob, W. M., C. P.
 Richard, E. G., O. S.
 Ruker, L. G., O. S.
 Riley, W. F., Yeo. 3c.
 Ritz, G. W., O. S.
 Rodgers, J., Oiler.
 Rorick, W. A., O. S.
 Rockburgh, D. W., O. S.
 Rutledge, W. W., C. P.
 Schmaus, H., O. S.
 Schreiber, H. J., Yeo. 3c.
 Scoggins, J., Seaman.

Scott, W. F., 2c.
 Shonfield, J., O. S.
 Smith, G., Seaman.
 Sockey, A., C. P.
 Southee, C. C., O. S.
 Spahrman, H. T., C. P.
 Staples, E. V., O. S.
 Starns, I., O. S.
 Steiner, P., M. M. 2c.
 Stice, R. L., O. S.

Stone, R. A. Bugler.
 Straif, F. L., O. S.
 Sellers, W. H., Ch. Yeo.
 Sturtevant, V. B., Ch. Yeo.
 Shumaker, R. F., O. S.
 Templemen, C. E., O. S.
 Traver, G. A., Jr., O. S.
 Turner, J. H., Bmkr.
 Vallee, E., F. 1e.
 Vogel, J., O. S.

Warshawsky, S., M. M. 2c.
 Watanabe, M., W. R. Ck.
 Welsh, J., C. P.
 Wiggs, E., O. S.
 Wilkinson, W. D., Yeo. 3c.
 Williams, E., C. P.
 Wolfe, W. A., O. S.
 Worden, R. L., O. S.
 Yaroku, S., Cox.



OFFICERS AND CREW OF THE U. S. S. CULGOA.



CHAPTER XIII

THE CRUISE

of the

TORPEDO FLOTILLA





HERETO our story has described the peaceful adventures of the sixteen great battling giants which triumphantly made their way in face of wind and wave from Hampton Roads to the Western Coast. But not all the glory belongs to the imposing white fleet. A fortnight before the battleships set out on their voyage another fleet had departed from the same shores, made up of craft in every particular unlike the big boats excepting that the personnel of officers and crews was made of the same material and one general purpose governed in every movement. The two fleets were equally loyal to the Stars and Stripes; both rejoiced in belonging to the navy of the United States.

The ships of the torpedo flotilla were painted jet black; they were constructed in as light a manner as was consistent with safety; their purpose was to contrive a maximum of swiftness and stealth; their business in war called for just such characteristics in a ship as reduced the comfort of its crew to a minimum in a long, distressful voyage. No one at all acquainted with the history of naval affairs during the last thirty years needs to be told of the importance of the torpedo and the torpedo destroyer, and thus of the torpedo boat and the torpedo boat destroyer, in all times of war or rumors of war. And in the peaceful cruise of the navy from east to west, the little black fleet had rather more than its share of the hardships and vicissitudes of the voyage.

The ships of the flotilla were six in number, namely, the Whipple, the Lawrence, the Hopkins, the Stewart, the Truxtun, and the Hull. The Whipple was the flagship, and the fleet was under command of Lieutenant H. I. Cone.

Precisely at twenty-six minutes after eleven o'clock, on December 2, 1907, the signal to proceed was hoisted by the U. S. S. Whipple, and the entire flotilla formed column and steamed away from Lynnhaven Bay, Virginia, with San Francisco in view as the ultimate destination. The weather was fine, and for some time nothing occurred to suggest that the fleet of little ships was not on a holiday excursion.

On the night of the second day out one of the crew of the U. S. S. Hull died suddenly, and the next morning many of the young sailors witnessed for the first time the ceremony of burial at sea.

On the 5th the flotilla was struck by the northeast trade winds and rough weather prevailed until Porto Rico was sighted. Stormy seas mean more to men aboard the torpedo boats than to those on the battleships. The ground swell made the boats roll so badly that they were washed at will by the inconsiderate billows to the no small discomfort of the voyagers. All the fresh bread got wet, became mouldy, and had to be tossed overboard. The roll was so precipitate that it was impossible to cook anything.

No wonder, then, that the men on the flotilla looked forward joyously to their first stopping-place, on Porto Rico. They passed by Morro Castle at the entrance and dropped anchor in the harbor of San Juan at half-past ten on the morning of December 7th. Thus the total run from Hampton Roads to San Juan, a distance of thirteen hundred and ten miles, was made in a trifle less than five days.

During the few days the flotilla was at anchor the bluejackets made the most of their chance to see this typical Spanish-American town, to go over Morro Castle, to visit Fort Cristobal, or to take tramps into the country to the sugar plantations.

On the morning of the 12th the flotilla weighed anchor and headed for Port

of Spain, Trinidad, the first stopping-place of the battleship fleet. The little vessels passed into the Dragon's Mouth, between Trinidad and Venezuela, and anchored off Port of Spain on the 14th. The boys were much interested in the peculiar English-speaking black population of the island. The next day, being Sunday, they visited the Hindu village on the outskirts of the town, where the Orientals live according to their ancient customs and worship with the ceremonies and rites peculiar to their religion. Some of the sailors visited one of the temples, where the people, wearing only loin cloths, seemed to be worshipping the sun.

Some of the bluejackets also went to see the leper asylum, about five miles out in the country. This institution is maintained by Great Britain, and is conducted with admirable care. The buildings are good and suitable, and the sanitary regulations adequate. The unfortunate patients are seen in all stages of the disease, and contrasting with the unhappy affliction of the inmates is the cheerful mien of the Sisters of Mercy who have devoted their lives to the amelioration of the sufferings of those doomed to this dread scourge.

The bluejackets had their hopes raised by the arrival of the *Arethusa* from the United States at Port of Spain. The *Arethusa* was their payship. For some reason, however, their hope of replenishment of pocket money was doomed to disappointment, notwithstanding many of them were temporarily bankrupt and in need of "small stores."

December 22d the flotilla got under way for Para. As they were making about eighteen knots an hour down the coast an accident on the *Lawrence* necessitated the return of the flotilla to the harbor.

Apropos of this accident to one of the vessels of the torpedo flotilla, the reader may have noted in the newspapers, when the movement of torpedo boats are chronicled, that it is not infrequent that mention is made of delay on account of repairs. Occasional accidents are unavoidable from the very nature of the craft and the purposes for which they are built. The powerful engines and machinery within and the storms without keep the frail ship in constant tension, and the tumbling of the light vessel in heavy seas is a constant menace to the complicated structure of the machinery. The noteworthy fact in this connection is, not that accidents are unavoidable, but that they are effectually repaired with so little damage to the ship and so little loss of time. The modern man-of-warsman needs many more brain-cells than his forerunners possessed in the days when the *Shannon* and *Chesapeake* sailed the seas. Then the ravages of wind and wave were repaired by ship's carpenter and sail-maker. Today the more of a machinist a man is the better sailor he is. The United States Navy is full of men who are skilled machinists and electricians, men competent to meet any mechanical emergency on sea or land, and nowhere can a larger percentage of these capable artificers be found than in the various units of the torpedo fleets. That the six black ships of the torpedo flotilla were able to make the great voyage around the Horn at all, especially in so successful a manner, is due, more than to anything else, to the vigilant and industrious devotion of the able engineers and mechanics in their crews.

The return to Port of Spain enabled the flotilla to see the battleship fleet, which steamed into the harbor the day after the flotilla had come back for repairs, and the boys on the smaller vessels enjoyed the splendid and warlike array of the great white ships as they rode at anchor in a foreign port. The admiral gave orders for the flotilla to sail again at eight o'clock on the morning of December 25th. So

that, while the thousands on the battleships spent Christmas at Port of Spain, and races and functions were enjoyed on land by officers and "liberty parties," as described in a preceding chapter, the flotilla boys rode out to sea to celebrate probably the loneliest Christmas that many of the younger ones had ever experienced. They had a very good Christmas dinner, however, and then most of those who were not on watch sat around with their heads in their hands, and it required no mind reader to guess that their thoughts were far away with the home folk.

Rough weather again overtook the pygmy fleet, and rolling billows reduced the diet to hardtack and "salt horse."

Already in this history the story has been told of the encounter of the battleship fleet with Neptunus Rex and his retainers. That encounter was dated in the narrative January 4, 1908. Several days before this occurrence, namely, on December 30, 1907, the flotilla had run up against his royal majesty. At fifteen minutes past eight on that morning the little vessels found themselves in Latitude $0^{\circ} 00' 00''$, and the usual ceremonies were in order and all landlubbers were punctiliously initiated.

On the afternoon of that same day the flotilla entered the mouth of the Amazon, took on a pilot, steamed up the channel, and anchored off Para, Brazil.

Para, like San Juan, was a stopping-place for the flotilla which did not enter into the itinerary of the battleships. This little tropical town contains about ten thousand inhabitants. The Botanical Gardens, which are very fine, were much enjoyed by the bluejackets. Otherwise they found the place rather uninteresting.

Pernambuco was reached on the morning of January 10th. The bluejackets were quite ready to enjoy their stay in this attractive city of two hundred thousand inhabitants. It is divided by the two rivers, Capibaribe and Biberibe, into three sections connected by bridges. Water buffalo take the place of horses in general use, and the narrow gauge street cars are drawn by pairs of small donkeys. The country surrounding Pernambuco is of the flat pampas nature, with a few small hills here and there. All kinds of tropical birds and fruits are abundant and very cheap at this port. It is also an important commercial center on account of the sugar refineries in the interior, and the harbor is constantly full of vessels of all nations.

While the vessels were moored to the breakwater at Pernambuco a man belonging to one of the crews was drowned, on the night of January 12th. His name was H. E. Gray, a fireman of the second class.

On the afternoon of January 13th the flotilla left Pernambuco *en route* to Rio de Janeiro. On this part of the long voyage the flotilla had the best of weather, and those who had never been south of the equator before had an advantageous opportunity to study the Southern Cross and the other peculiarities of the heavens beyond the equatorial line. The moon was round in its maturity, and the jest went round that it was full in more senses than one, as the "man in the moon" was evidently standing on his head.

Rio de Janeiro was reached about four in the afternoon of January 21st. The flotilla had arrived at the entrance of the harbor three hours before, and the voyagers could not help contrasting the mountains hemming the harbor with the flat country they had left behind. After the little vessels had threaded the three miles' length of the neck of the harbor, which is very winding, and well fortified on both sides, the city came suddenly into view, and the eyes of the sailors were gladdened to see anchored in the harbor the great battleship fleet which they had last seen riding the tranquil water at Port of Spain. There were also several Brazilian and Italian war-



RIO DE JANEIRO LOOKING TOWARD CORCOVADO.



THE BEAUTIFUL CITY OF RIO DE JANEIRO FROM CORCOVADO

THE FLEET AT ANCHOR IN THE HARBOR OF RIO DE JANEIRO.



ships, one German battleship, and hundreds of merchant vessels from all over the world. The city of Rio, lying to the left of the entering flotilla, presented a picture with all these ships in the foreground which could not easily be forgotten. We have already described the generous hospitality accorded by the people of Brazil to the navy of the United States.

The flotilla left Rio de Janeiro at eight in the evening of January 21st. The schedule had set Montevideo, Uruguay, as the next stop, but the Argentine Government had sent so urgent an invitation for the vessels to visit Buenos Ayres that the fleet made that port their next destination. After a pleasant voyage without serious mishap the fleet reached the mouth of the La Plata on the morning of January 26th. About ten o'clock they were met by the Argentine Torpedo Flotilla and escorted up the river in state. They passed near enough to Montevideo to get a general view of the city. Anchoring over night in the outer roads off Buenos Ayres, early next morning they took on a pilot and steamed to the fine large docks of the city.

The outer roads were filled with merchant vessels waiting their turns at the docks, and the sailors were impressed with the idea that Buenos Ayres was as important a shipping point as Rio. They thought that if Rio was the New York of South America, Buenos Ayres might with propriety be called the Chicago or Philadelphia. The architecture seemed to them artistic and modern, without the hard lines so characteristic of the buildings in New York. The principal streets were always crowded, but lacked the hustle and bustle of the chief cities in the United States. All the inhabitants, especially the naval men, vied with each other in extending courtesies to the visitors.

Buenos Ayres has an "American" church, as the city contains a good many people from the United States. The minister of this church had arranged for a special song service for the Sunday night after the arrival of the flotilla. About two hundred of the bluejackets attended. They heard a "good American sermon" and some old American songs and several solos. Afterwards they adjourned to the lecture hall and had tea and cakes. Next night the Argentine sailors gave the visiting bluejackets a theatre party. All the program was in Spanish, but some American songs had been introduced. "My Irish Molly," "Bill Bailey," and others were sung in Spanish to the great amusement of the sailors, and all were heartily encored. Next night they had a dinner in the naval yard, and though the boys were short on Spanish, they made known their thanks and appreciation by the gusto with which they enjoyed the banquet. Then followed a dance. The days were spent in seeing sights afoot, on the double-decker, English-made street cars, or in the automobiles freely placed at the disposal of the visitors. For Thursday the American Athletic Association had planned a field day, and the men of the flotilla played ball, ran foot races, and had a tug-of-war against teams of the Association, in all of which contests the sailors were the victors.

On the departure from Buenos Ayres on January 30th, as the flotilla steamed down the channel and out into the river, the docks on both sides of the channel were thronged with many cheering thousands. The Argentine Flotilla escorted the fleet as far as Montevideo.

Just after the escort had turned around to steam back a young stowaway was discovered on one of the American vessels. He was a boy from Boston, who had hidden in the bunkers the night before.

The voyage to Punta Arenas saw the roughest weather yet experienced. It was

cold and disagreeable and the sea very boisterous. No one could take any rest during these days. The light craft danced and plunged so that sleep was impossible. In order to eat, one had to do a flying trapeze act for every mouthful, holding on by both feet and one hand, leaving the other hand free to grab in the catch-as-catch-can game. Most of the "young salts" gave up eating in favor of "the fasting method" about the second day out.

The storm had slightly abated when the lights on either side of the Strait of Magellan were sighted about half-past three in the morning of February 4th, and that afternoon the fleet anchored at Punta Arenas. Here the flotilla was reunited with the battleship fleet.

About eleven at night on February 7th the flotilla, in company with the battleships, left Punta Arenas for the passage through the Strait. As before narrated, the Chilean cruiser *Chacabuco* piloted them on their way. The two fleets kept together until four o'clock in the afternoon of the next day, when the battleships kept on through the Strait proper, while the flotilla entered Smythe Channel, and continued the course up among the numerous islands to the north and west of the Pacific entrance to the Strait.

The next morning dawned clear and cold. The grand but dismal scenery beggared description. The same general appearance was presented as the day before, except that the sides of the mountains were very bleak and barren, being covered with huge boulders and smaller rocks, relieved by no vegetation save a few insignificant bushes along the water's edge. Such scant human life as was encountered was as cheerless as the environment. Occasional columns of smoke had led the sailors to keep a sharp lookout for the appearance of Patagonian savages. On the 9th their vigilance was rewarded, for they saw a canoe put out from shore and head toward the fleet. So the flotilla stopped to give the men a chance to "have a look." The boat was of the rudest type. It was not built of birch bark or deftly hollowed out of a log and modeled into a neat canoe, as is the case with Indian handicraft, but was a very miserable affair built of rough-burnt planks lashed together with thongs. The oars were more rough planks lashed to very rude poles. The boat was about fifteen feet length by about three feet beam. In the center was a small fire, around which squatted four men, three women, and eleven children. Although the mercury was trying to knock the bottom out of the glass, and the Americans had on everything they could pile on and still felt liable to freeze, these natives had only small skins thrown loosely around them. The sailors gave them such scraps of tobacco and food as were available, and the flotilla resumed its way.

On the 10th the flotilla came opposite a ravine in which there was a monster glacier from which pieces of ice weighing probably two thousand tons each had broken off and rolled into the sea. On rounding a point the vessels had come suddenly on these dislodged fragments, but had avoided a collision with any of them. The flotilla stopped, and each ship went alongside one of the icebergs and took on a load of ice.

The channel became more and more crooked, and each ship was obliged to describe a figure "8" about every ten minutes. At times the vessels came in sight of a mountain rising sheer out of the water directly in front of them, apparently completely blocking the channel, but on reaching it they would find a narrow passage round the side of it, occasionally so narrow that the sailors could almost reach out and touch the shore. In fact, for about two-thirds of the way in these channels

a small boy in the center of one of the vessels could have tossed a pebble to either shore.

The flotilla passed through Icy Channel, ten miles long, getting its name from the superlative coldness induced by the proximity of a number of large glaciers. There are several turns at almost right angles in this narrow passage, which the vessels could make only with the utmost risk. There are millions of ducks and other waterfowl in this channel, and the sailors found entertainment in taking wing shots at them.

On the afternoon of the 11th the fleet arrived at the village of Quellon, a place with about five hundred inhabitants. It possesses some importance, however, as it is a lumber exporting port and has an alcohol distilling plant. The place also enjoys an electric light system, which struck the sailors as rather funny in this remote quarter of the earth on account of the smallness of the community. The inhabitants brought out poultry, eggs, vegetables, etc., which they preferred to exchange for clothing and tobacco rather than for money.

After spending the night here the fleet pushed on and next day again struck open water. It was here that they encountered the peculiar sea growth called kelp. It grows in large bunches, some masses being anchored by the roots to rocks and called "fixed kelp" and others floating around. While they were lying to, waiting for the fog to lift, this floating kelp completely surrounded the ships and gave them the appearance of being lifted out of the water and set high and dry upon some island. Its branches and roots are very tenacious, and the flotilla experienced a good deal of trouble in getting clear of it when ready to proceed.

On February 15th the little black ships arrived at Talcahuano, Chili. Talcahuano is situated in a small angle on the southwest side of Concepcion Bay. This bay is said to be the finest harbor on the west coast, and to the sailors it seemed to compare favorably with that of Rio de Janeiro, supposed to be the best in the world. The surrounding country is mountainous, the heights ranging from seventeen to eighteen hundred feet. It has little to boast of in the way of architecture, although the Plaza is very pretty—paved with tiles and adorned with flowers. The place boasts a few small street cars drawn by donkeys. Each car is operated by a man and his wife. The man is the "motorman" and the woman the conductor. The sailors enjoyed the novelty of paying their fares to a woman.

Nine miles from Talcahuano is the City of Concepcion. Some of the men availed themselves of the opportunity of visiting it on the steam cars.

On February 25th the flotilla left Talcahuano for Callao, Peru, the first stopping-place scheduled for the battleships after leaving Punta Arenas. Land was lost to view at half-past four in the afternoon and was not sighted again until the morning of March 1st, when the flotilla arrived off the entrance of the harbor of Callao, the day after the battleship fleet had departed. One experience on the voyage impressed the sailors. About two days from Callao all the "bright work," the polished brass, about the ship began to turn a peculiar blue and purple, much to the consternation and distress of the men detailed to shine it up. This was caused by the "Peruvian Painter." Along the coast of Peru there are numerous saltpetre mines, and, this being the effect saltpetre has on brass, as soon as the ships came within twenty or thirty miles of the coast, all the bright work started to turn, and rubbing and polishing could not remove the tarnish.

On March 9th the flotilla sailed north, and again its course diverged from that of the great white fleet. Panama was the goal of this leg of the voyage, and this

destination was sighted on the 14th. To reach anchorage the little ships threaded their way through several small hilly islands, and cast anchor in Panama Roads, about four miles off shore just opposite La Boca, the Pacific terminal of the canal. It was necessary to anchor at this distance from shore because there is a twenty-foot rise and fall of the tide at this place.

The city of Panama did not strike the voyagers as beautiful, although they would not call it ugly either. Most of the buildings are unattractive, but as there are several thousand Americans here now the place is becoming more and more Americanized. The canal employees, for the most part, live just outside of Panama in a settlement called Ancon, or perhaps it would be more correct to say that Ancon is only a name for an integral part of Panama itself. Uncle Sam built their quarters and furnished them free of charge. They are plain but not bad looking, convenient and models of cleanliness. The United States authorities have transformed the American strip along the Isthmus from a swampy, dirty, unhealthful wilderness into a clean, bright, wholesome region, with the most sanitary conditions. This has been the work of only a very few years.

The sailors, of course, many of them, availed themselves of the chance to see the canal operations. The railroad across the Isthmus made visits to the canal possible. On March 21st Rear Admiral Rousseau, U. S. N., had three hundred of the blue-jackets as his guests on a special train for a trip along the canal. They were landed by a tug at La Boca at nine in the morning, where the special train was waiting for them. About five miles east of Panama and a couple of miles east of Culebra the train crosses the canal on a trestle, and a short but good view can be had of the canal in both directions. On the right the famous Culebra Cut is visible from this point. About fifteen minutes later the train reached Culebra, the highest point on the Isthmus, and the location of the greatest obstacle that has to be overcome. The canal has to be cut through a range of hills. This has proved rather difficult, but it is being accomplished, nevertheless.

The train was backed around on a spur to the side of the canal that the visitors might see the monster steam shovels at work. These huge machines remove five cubic yards of earth at a time, and make three digs a minute. They are mounted on tracks, and can be run up and down the bed of the canal. The bed of the canal resembles a busy railroad yard more than anything else at the present time. There are several sets of double tracks along the canal, on one of which is the steam shovel and on the other the dirt trains run endlessly, being filled by the steam shovels as they pass. All of this machinery is of modern construction and built to perform the heaviest service. This is where France "fell down" in her attempt to build the canal. All of her machinery was very frail, and piles of it line the railroad track on either side, discarded because it was too light and otherwise useless. Evidently they failed to size up the magnitude of the task they undertook. The total amount of earth to be excavated before the canal will be completed is one hundred and twenty million cubic yards, of which about twenty-eight million four hundred thousand has been taken out. The main machine shops of the canal are located at Gorgous and employ about a thousand men. The excursionists took lunch at Cristobal, at one of the government hotels. Afterwards they repaired to the Y. M. C. A. gymnasium, where they had a pleasant hour playing games, singing and dancing.

Before the fleet left Panama a special bull-fight was arranged for its delectation.

About four hundred bluejackets attended and saw four bulls killed, one of them by a "matador seniorita," or, in plain English, a lady bull-slayer.

Panama was left behind by the flotilla March 22d. The weather was fine, the sea like glass, and the sun tropical. On the third day out they came to a place where thousands of turtles were lying on the surface of the water sleeping in the sun. Being short of fresh meat, the fleet stopped to take a supply aboard. Pulling boats set out from each ship, and the turtles being such sound sleepers, all the sailors had to do was to pull alongside, grab them by a flipper, and land them in the boat. The boats were loaded in about fifteen minutes, and the ships had turtle a la every style every day for the rest of the run.

The flotilla arrived at Acapulco, Mexico, about noon March 28th. The chief impression left on the minds of the bluejackets at this port was that the weather was intolerably hot. The place has, however, an uncommonly good beach and the men enjoyed going in swimming every day after sundown. Poultry and eggs were abundant and cheap, and the boats laid in a good supply. Good cigars were also very cheap, and stores of them were provided against the future. It was April 2d when the fleet steamed out of Acapulco Harbor for Magdalena Bay.

Magdalena Bay was reached on April 5th. The battleships had arrived in advance of the torpedo boats, and as the black fleet steamed into the splendid, spacious harbor the lights on the battleships came into view, making the array look like a city in the distance.

Torpedo practice came to an end on April 25th, with varying degrees of satisfaction to the men on the different ships, and on the evening of that day the fleet weighed anchor and headed for San Diego, Cal., where it arrived on the morning of the 28th.

The bluejackets enjoyed fully the hearty welcome they received at this city, the first American port they had sighted since leaving the coast of Virginia.

The fleet removed from San Diego to San Pedro on May 1st. The next day detachments from the ships became the guests of the people of Los Angeles, and the memories of the sailors are filled with recollections of the royal hospitality accorded them in that city.

The fleet left San Pedro on the 3d and after a short but intensely squally voyage arrived at Santa Cruz the next day, where the flotilla rejoined the battleships.

They got under way again on the afternoon of the 5th and steamed up the coast, arriving at eleven o'clock that night off the entrance of San Francisco Harbor, and anchored for the night. As soon as the ships were sighted large fires were lighted on the shore to let the people of the city know the fleet had come.

At eleven o'clock on the morning of the 6th the two Atlantic fleets all got under way, and after being joined by the Pacific Fleet steamed through the Golden Gate to their anchorage off the city. The shore on either side was thronged with the populace, and the bay was packed with ferry boats and pleasure craft of every description. There was one continual roar of guns in salutation and the deafening cheers of the people could be heard apparently for miles. All the ships steamed up the eastern side of the bay and down the other side back to their anchorage, and then all anchored in four lines, dressing ship as soon as the anchor was down.

And thus ended the cruise of the Black Fleet.

LIEUTENANT H. I. CONE, U. S. NAVY.

COMMANDER SECOND TORPEDO FLOTILLA.

U. S. S. Whipple, Flagship.

Asst. Surgeon L. H. Schwerin, U. S. N. - - - - Flotilla Medical Officer.
 Asst. Paymaster W. S. Zane, U. S. N. - - - - Flotilla Pay Officer.
 Asst. Naval Constructor E. C. Hamner, U. S. N. - - - - Technical Staff of Command-
 er-in-Chief (U. S. S. Hull).

(Flotilla Medical and Pay Officers are quartered aboard the Arethusa.)



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THE U. S. S. WHIPPLE.

Lieutenant H. I. Cone.
 Lieutenant J. G. Church.

Ensign O. C. F. Dodge.
 Midshipman H. G. Knox.

Adams, F. D., M. Att. 2c.
 Applegate, E. R., Yeo. 3c.
 Ball L. R., F. 2c.
 Braendly, G., F. 2c.
 Baumgart, W., Seaman.
 Berteaux, A. J., F. 1c.
 Bonney, R. E., W. F.
 Britton, W. H., F. 1c.
 Brown, J. F., F. 1c.
 Browning, W., F. 1c.
 Bounsall, F., M. M. 2c.
 Bright, T., W. T.
 Boyle, T. J., F. 2c.
 Cleary, J. J., Oiler.
 Cooper, C. G., C. M. M.

Corwin, H. C., F. 2c.
 Casstevens, F., O. S.
 Coleman, H. M., C. P.
 Daley, A., G. M. 2c.
 Diamond, D. P., S. C. 1c.
 Donnell, J. M., C. Elect.
 Evans, J. B., M. M. 1c.
 Fiedeldey, C. H., Seaman.
 Fitzmaurice, T. M., F. 1c.
 Gately, J. F., F. 2c.
 Hammill, C. R., M. M. 1c.
 Hampshire, S., F. 1c.
 Heilmann, E., C. B. M.
 Honan, N. J., O. S.
 Haustein, H. T., C. G. M.

Holley, T. H., F. 2c.
 Haskins, C., Seaman.
 Haskins, C. W., G. M. 3c.
 Hervey, W., Q. M. 3c.
 Kaufman, R. W., F. 2c.
 Kern, C., F. 1c.
 Kingman, H. D., G. M. 1c.
 Knott, D. W., Q. M. 1c.
 Kozlow, S., C. M. M.
 Kull, H. M., El. 3c.
 Landy, S., Seaman.
 Lulejian, J. H., C. M. 2c.
 Lynch, W. P., F. 2c.
 McCormick, J. J., Seaman.
 McConnell, S. D., S. C. 3c.



THE OFFICERS AND CREW OF THE U. S. S. WHIPPLE.

McCoy, T. J., Oiler.
 Morris, T., F. 2c.
 Moran, F. C., Q. M. 2c.
 Milton, W. O., F. 2c.
 McCarty, J., Q. M. 1c.
 O'Niel, P., Oiler.
 Oliver, G. K., Seaman.
 Odle, C., F. 2c.
 Oswald, F., O. S.
 Poteet, F. E., F. 2c.
 Rinkichi, M., W. R. Std.

Ross, H. R., F. 2c.
 Ray, F. T., F. 2c.
 Reed, P. T., C. P.
 Scott, F. P., C. M. M.
 Shannon, W., F. 1c.
 Seward, F. F., M. M. 2c.
 Shibadai, H., Cab. Ck.
 Simons, J. S., F. 2c.
 Stephens, W. R., G. M. 1c.
 Swartz, J. G., Seaman.
 Swensen, E. A., W. T.

Schmidt, W., O. S.
 Sullivan, T. J., M. M. 2c.
 VanPetten, J. R., F. 2c.
 Waggner, O. E., O. S.
 Warner, R., F. 2c.
 Watson, F. M., Oiler.
 Woeger, W., C. Yeo.
 Wyler, C., F. 2c.
 Wescott, R. W., M. M. 1c.
 Winter, W. J., O. S.
 Zellar, W. A., C. W. T.



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THE U. S. S. TRUXTUN.



THE OFFICERS AND CREW OF THE U. S. S. TRUXTUN.

LIST OF OFFICERS AND CREW OF THE U. S. S. TRUXTON.

Lieutenant C. S. Kerrick.	Midshipman A. C. Meyers.
Ensign W. P. Gaddis.	
Alistair, W. H., O. S.	Galbraith, A. L., M. M. 1c.
Amort, F., G. M. 3c.	Galyean, W., F. 1c.
Arnold, R. H., O. S.	Gaughan, T. L., O. S.
Bachmann, W. P., Q. M. 2c.	Geyer, W. T., Seaman.
Bailey, W. M., F. 2c.	Grills, N. M., Cox.
Bailey, H. W., M. M. 2c.	Danforth, B., O. S.
Berresheim, J. M., F. 1c.	Hardister, H., F. 2c.
Bartels, F., Seaman.	Henley, E. E., S. C. 1c.
Binion, M. J., F. 1c.	Holman, C. H., Seaman.
Bourie, F., Ch. W. Tndr.	Helm, R. P., Ch. M. M.
Brophey, S. F., G. M. 2c.	Hurley, P. F., F. 2c.
Bush, R. H., Ch. M. M.	Hynes, P. A., Oiler.
Burd, E. A., F. 2c.	Jones, G. C., F. 2c.
Carter, J. E., O. S.	Jones, J., Cab. Stw.
Clarke, A. J., S. C. 2c.	Kehoe, R. H., Seaman.
Coffey, J. J., C. G. M.	Kimmey, T. J., Seaman.
Colden, J. T., M. Att. 2c.	Lee, J. M., F. 2c.
Comasky, B., F. 1c.	Levy, C., Seaman.
Curby, J., F. 2c.	Linnartz, P. P., Blksmith.
Curry, J. J., O. S.	Lynch, T. F., Oiler.
Czyzewski, J. J., F. 2c.	Mahu, W., G. M. 1c.
Day, C., M. M. 2c.	Martin, J. H., F. 1c.
Deady, M. T., W. Tndr.	Milby, G. C., G. M. 3c.
Donegan, W. W., M. M. 2c.	Miles, T. T., Yeo. 2c.
Flynn, T., F. 1c.	Miller, C. V., Co..
	Mullen, B., F. 1c.
	McCafferty, A. B., F. 2c.
	McCullough, W. J., M. M. 1c.
	McDannold, A. M., Oiler.
	Patrick, W., Cab. Cook.
	Parkeson, F. W. Tndr.
	Pauley, H. E., Q. M. 3c.
	Paynton, C. N., F. 2c.
	Pepper, F., F. 1c.
	Quinn, W., F. 2c.
	Remmy, E., F. 2c.
	Rich, F., F. 2c.
	Ryder, H. C., F. 2c.
	Schultz, R. L., Seaman.
	Schmidt, W. J., C. M. 3c.
	Sharp, A., Oiler.
	Swain, H. L., S. C. 4c.
	Smith, H., F. 1c.
	Smith, M. J., El. 3c.
	Taylor, M. L., Q. M. 3c.
	Trimmer, A. J., O. S.
	Turnipseed, D. E., F. 2c.
	Wilhoit, E. E., F. 2c.
	Woods, R., Q. M. 1c.
	Yeargin, G. W., M. M. 2c.
	Zelinski, P. P., F. 2c.



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THE U. S. S. LAWRENCE.



THE OFFICERS AND CREW OF THE U. S. S. LAWRENCE.

Ensign E. Friedrich.

Midshipman R. P. Scudder.

Midshipman R. S. Culp.

Avery, J. S.
 Bott, E. A.
 Boyd, F.
 Betzold, J. H.
 Brown, I. J.
 Cannon, H.
 Christensen, R.
 Craig, R. A.
 Cronon, G. F.
 Drew, J. H.
 Eckert, E. L.
 Eck, J. P.
 Elliott, F. W.
 Evans, W. J.
 Floyd, E. C.
 Flynn, F. D.
 Gaul, A. C.
 Gibbons, T.
 Giles, J. H.
 Grant, T. F.
 Hancock, J. F.
 Hansen, B.
 Hisler, H.
 Hoagland, R. V.

Holt, L.
 Houtman, J.
 Isamu, Y.
 Johnstone, W. K.
 Jackson, C. L.
 Jones, D. M.
 Keith, W. A.
 Keller, C. J.
 Kelly, P.
 Kitchin, A. L.
 Knoop, R. F.
 Kuter, C. E.
 Lane, D. L.
 Loder, E.
 Lynch, H.
 Magann, C. L.
 Mitchell, T.
 Mohun, J. F.
 Murphy, J.
 McCullough, D.
 McLeod, T. C.
 Neal, W. C.
 Nee, J. R.

Obenchain, N. B.
 Oberlander, M. L.
 Palnder, G. E.
 Patterson, W.
 Reichert, A. C.
 Rice, A. E.
 Rundall, F.
 Russell, W. S.
 Sherwood, H. G.
 Short, J. P.
 Sinning, G.
 Staples, A.
 Stearns, B. H.
 Stevens, C. J.
 Strum, L. W.
 Taguchi, S.
 Teuchtler, J.
 Thomas, F. L.
 Walden, A. C.
 White, J. C.
 White, J. E.
 Williams, G.
 Witsch, J. J.



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- THE U. S. S. HOPKINS.



THE OFFICERS AND CREW OF THE U. S. S. HOPKINS.

Lieutenant A. G. Howe.
 Ensign C. A. Richards.
 Almon, S. L., M. M. 2c
 Adams, George, Str. Cook.
 Batt, L., Seaman.
 Baumgardt, E. J., F. 1c.
 Beauchamp, A. J., C. M. M.
 Belote, P. W., C. M. 3c.
 Budd, B. M., F. 2c.
 Cassell, W., F. 2c.
 Chapman, W. L., O. S.
 Crane, H. E., F. 1c.
 Dawson, J. F., O. S.
 Day, J., F. 2c.
 Deadwyler, J., Cab. Cook.
 Dreher, H. W., M. M. 2c.
 Driscoll, J. A., G. M. 1c.

Fisher, J., F. 1c.
 Pollett, P. F., El. 2c.
 Pollis, G. M., Jr., O. S.
 Foster, G. H., Seaman.
 Fry, C. C., Oiler.
 Garfield, J. J., F. 1c.
 Gebhart, W. P., Seaman.
 Georgi, O. M., Q. M. 1c.
 Goggins, E. W., F. 2c.
 Gore, P. J., M. M. 1c.
 Greenwald, E., O. S.
 Haley, J. J., F. 2c.
 Hancock, C., C.W. T.
 Hannighan, P. W. T.
 Hatton, W. J., M. M. 2c.

Midshipman F. H. Roberts.
 Midshipman H. Mercado, P. N.
 Hill, W. E., Q. M. 3c.
 Hinds, H. E., O. S.
 Hitner, A. K., M. M. 1c.
 Hogue, H. C., F. 2c.
 Hummell, J. J., M. M. 2c.
 Jones, C. E., F. 1c.
 Keane, W. F., W. Tndr.
 Kelley, M. P., Seaman.
 Kern, J. J., G. M. 3c.
 King, B. F., F. 2c.
 Krauge, L. L., O. M. 2c.
 Landes, W., C. B. M.
 Lee, F. D., F. 3c.
 Lundgren, J. C., F. 2c.
 Meczkowski, A., Oiler.

Merdian, J. G., F. 1c.	Oram, J., Seaman.	Tobiason, C. H., Oiler.
McDonald, M. E., C. P.	Orsek, M., F. 2c.	Trigger, A., C. W. Tndr.
McKenzie, K. R., C. M. M.	Parks, A., O. S.	Trainor, F. J., F. 2c.
Miller, P., S. C. 1c.	Powers, T. F., G. M. 3c.	Valdez, I., F. 1c.
Mooney, W. S., Cox.	Rockener, H. W., F. 2c.	Wheeler, K. W., M. M. 2c.
Murray, F. A., C. G. M.	Shaw, C. R., Q. M. 3c.	White, C. S., C. M. M.
Ness, L. N., Oiler.	Stark, M. L., S. C. 4c.	Whitfield, C. E., M. Att. 3c.
Neumann, P. A., O. S.	Tait, Geo., C. P.	Wilson, W. S., Seaman.
O'Donnell, C. J., F. 2c.	Tilden, A. A., Yeo. 3c.	Wisniewski, W., C. M. M.
O'Neal, S., F. 1c.	Tobias, W., C. M. 3c.	Wittman, L., C. G. M.



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THE U. S. S. HULL.

Lieutenant F. McCommon.
Ensign C. E. Smith.

Midshipman H. Jones.

Addons, F., F. 2c.	Hebert, A. J., F. 2c.	Reagan, R. P., M. M. 2c.
Bain, J., C. P.	Hanson, A. B., Coxswain.	Rahn, F., F. 2c.
Brady, J. H., Q. M. 1c.	Junior, C. L., G. M. 2c.	Randel, S., Yeo. 3c.
Backer, J. H., F. 2c.	Jackson, J., F. 1c.	Smith, F. W., F. 2c.
Beckner, H. W., M. M. 2c.	Kane, C. V., C. G. M.	Smith, C. V., F. 2c.
Cowan, W. S., F. 2c.	Kelley, F. E., F. 1c.	Smith, C. L., C. W. T.
Chase, J. H., M. M. 2c.	Kidde, B. C., F. 2c.	Smith, J. B., C. P.
Church, E. C., F. 1c.	Landsberg, F. R., G. M. 2c.	Seeley, H. H., O. S.
Carson, A., O. S.	Morgan, M., Oiler.	Sorenson, V., Seaman.
Colburn, F., C. P.	Miller, F., F. 2c.	Shepherd, C. F., El. 2c.
Connors, F. F., C. W. T.	Miller, F. A., M. M. 1c.	Steierberg, E. C., C. M. M.
Caffrey, F., Oiler.	Maciejewski, J. S., Seaman.	Stembridge, W. H., O. S.
Day, E., G. M., 3c.	Mallett, E. V., F. 1c.	Simpson, W., M. Att. 3c.
Daly, J. P., Oiler.	McNamara, J. J., W. T.	Uyemura, K., Cab. Ck.
Daily, W., Seaman.	McTighe, T. J., F. 1c.	Vice, E. W., Seaman.
Erickson, S. O. W., Q. M. 2c.	Nyman, C., C. B. M.	Vanderback, A. W., C. M. M.
Exner, O. F., M. M. 2c.	Nabbe, C., M. M. 1c.	Wells, R., G. M. 3c.
Funk, W. W., M. M. 1c.	Nies, W. B., C. M. 2c.	Williams, J. T., F. 2c.
Farren, H. W., F. 1c.	Osako, S., Cab. Std.	Williams, J. E., O. S.
Fanneste, F., Oiler.	Peterson, C. A., F. 2c.	Wallace, J. M., Seaman.
Gernsback, I., S. C. 1c.	Paulin, T., Q. M. 3c.	Weston, R., F. 2c.
Huebner, G. P., Bmkr.	Parish, N., O. S.	White, J. S., M. M. 2c.
Hamer, W. C., Oiler.	Pollak, W., M. M. 2c.	Webb, B. P., C. P.
Harris, J. H., Q. M. 1c.	Quinn, M. W., F. 1c.	Wilkinson, W. F., C. M. M.
Hazzard, H. R., F. 2c.	Ringe, G., O. S.	Welsh, J. L., C. M. M.



THE OFFICERS AND CREW OF THE U. S. S. HULL.



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THE U. S. S. STEWART.



THE OFFICERS AND CREW OF THE U. S. S. STEWART.

Midshipman R. S. Edwards.
Midshipman L. T. Gonzales, P. N.

Lieutenant J. F. Hellweg.
Ensign W. T. Lightle.

Batey, R. W., G. M. 2c	Harrington, J. W. Tndr.	Necles, J., W. Tndr.
Burgess, C., F. 1c.	Hall, F. R., F. 2c.	Patton, G. E., G. M. 2c.
Burress, H. P., F. 4c.	Jordon, C. W., M. M. 1c.	Pender, J., M. M. 2c.
Burman, H. J., C. P.	Jaques, G. J., Seaman.	Parker, C., M. Att.
Barker, E. F., M. M. 2c.	Kock, F. D. E., F. 2c.	Plageman, F. C. A., Q. M. 1c.
Bates, W. J., C. P.	Kogano, S., Cab. Stw.	Ritter, R. E., F. 2c.
Collins, J. D., Oiler.	Kowalsky, S. C., F. 1c.	Rucker, C. J., F. 2c.
Carey, J., F. 1c.	Kaska, E., F. 2c.	Rodman, H. L., E. 3c.
Conn, I., C. P.	Kannaly, W. E., O. S.	Regan, W., F. 2c.
Coyle, J. J., Ch. M. M.	Kaldenback, C. A., G. M. 1c.	Roberts, C. R., O. S.
Carter, J. R., F. 2c.	Kraemer, R. F., C. P.	Scott, J., Oiler.
Coleman, W. J., O. S.	Laston, A. G., Seaman.	Stephenson, L. D., Cox.
Day, B. F., F. 2c.	Lindal, J., S. C. 3c.	Sinift, I. V., Oiler.
Danielson, W. J., Oiler.	Liebert, J. A., F. 2c.	Schroer, J. T., C. P.
Evans, H., F. 1c.	Loomis, P. D., G. M. 1c.	Schlagater, F., F. 1c.
Freels, F. A., Q. M. 3c.	Millon, J. P., M. M. 2c.	Smith, T., O. S.
Fordyce, E., Ch. W. Tndr.	Mogenson, S. C., Q. M. 1c.	Squires, C. D., O. S.
Falvey, P. J., F. 2c.	Minning, E. J., Seaman.	Seyford, W., Ch. G. M.
Fisher, H., Yeo. 3c.	Mussehl, J., C. M. M.	Taylor, J., Seaman.
Filipiak, A. H., Seaman.	Martin, G. J., F. 2c.	Trueman, H., Q. M. 3c.
Greely, C. A., M. M. 2c.	McCandlish, A. W., F. 2c.	Weston, J. W., C. M. 3c.
Gray, A. R., F. 2c.	McMabe, H. C., F. 2c.	Weatherman, J. B., O. S.
Gagnon, J. E., M. M. 2c.	McMinn, D. D., Seaman.	Welsh, J., S. C. 1c.
Herman, H. F., F. 1c.	Marshall, J. W., M. M. 2c.	Weisner, J., F. 2c.
Holmes, J. M., F. 2c.	Meyette, F. L., W. Tndr.	Zornes, E. E., F. 2c.
Holland J., B. M. 2c.	Morris, G. R., C. M. M.	



THE U. S. S. ARETHUSA.

Supply ship and tender to the Second Torpedo Flotilla.

Commander A. W. Grant.
Lieut.-Comdr. B. B. Bierer.
Lieutenant J. O. Fischer.

Ensign L. E. Morgan.
Ensign C. W. Mauldin.
Pay Clerk C. L. Bahrendt.



CHAPTER XIV

THE CRUISE
of the
"PATHFINDERS"





HE plans for the transfer of the Atlantic Fleet were undoubtedly well matured in the summer of 1907, months before either the torpedo flotilla sailed from Norfolk at the beginning of December or the battleship fleet left about the middle of the same month. Many weeks before either of these events occurred another squadron had left the Atlantic Coast for Pacific waters, making the first installment of the total of twenty-four fighting ships which, in addition to the existing Pacific Fleet, were to give a dramatic display, in the new arena of the world's commerce and conquests, of the prowess of the United States.

In response to orders from the Navy Department, the U. S. S. Tennessee and the U. S. S. Washington, both armored cruisers ranking in fighting force and importance with the battleships, were formed into a squadron to be known as the Special Service Squadron and was to be held in readiness to start on the voyage to San Francisco to join the Pacific Fleet.

On the afternoon of October 11, 1907, Rear Admiral Uriel Sebree assumed command of the Special Service Squadron, hoisting his flag on the Tennessee, with Captain T. B. Howard commanding the Tennessee and Captain A. M. Knight commanding the Washington.

If there ever were such a thing as a commanding officer being a "father" to his men, that character has been perfectly personified in Rear Admiral Uriel Sebree. As a Captain he made every ship he commanded a "home," and upon becoming a Rear Admiral his fatherly influence was but extended to the ships under his command.

Rear Admiral Sebree, U. S. N., was born at Fayette, Mo., February 20, 1848. He entered the Naval Academy during the Civil War, in July, 1863, and graduated in June, 1867. He was commissioned ensign in March, 1869; master, in 1870; lieutenant, in 1871; lieutenant-commander, in 1889; commander, in 1897; captain, in 1901, and rear admiral, in July, 1907. He has served in many responsible positions and has sailed in almost all seas.

At half-past eleven on Saturday morning, October 12th, the pathfinding squadron steamed from Hampton Roads, Virginia, to traverse the course to be so triumphantly covered at a later date by the two other armed fleets.

While following the story of the voyage of either the battleship fleet or the torpedo flotilla the thought has been less of the individual ship and more of the imposing mass; but in the case of the Special Service Squadron, with its twin units, we seem to come into more intimate touch with the home-life on the big fighting machine and to get at the bluejacket's own point of view in work and play, in jubilation and distress. The sense of camaraderie, too, between the ships seems to be intensified, it being easier to know what is doing on one companion ship than on fifteen, and it is a simple matter for just two to exchange mutual courtesies and form common plans.

Probably for this close touch with the Special Service Squadron in the, shall we say, domestic aspects of the voyage, we are to a considerable extent indebted to the magazine of the squadron, *The Washington Monthly*, a periodical published on the U. S. S. Washington by J. E. Hayes, ship's printer on that vessel. This magazine is a very creditable production, chronicling in a clear and interesting way the doings on both ships, describing in a graphic manner points of importance at the ports called at in the itinerary, and scattering personal allusions and bonmots with vivacity and humor. *The Washington Monthly* purports to be successor to *The Cherry Tree and*

Hatchet, apparently defunct after only one issue. It is "devoted to the interests of the enlisted men of the United States Navy." Accustomed to distribution under conditions innocent of P. O. and R. F. D. facilities, the journal bears the legend, "Entered at the Scuttle Butt as first-class matter."

We have already seen that the ports visited by the flotilla were in several respects different from those conspicuous in the course of the battleships. The itinerary of the Service Squadron is characterized by features unlike those standing out in the voyage of either of the other fleets. Having but the two vessels to consider, it was easy to change the course when any interesting localities on shore were to be passed. Hence, with the recollection in mind of the disastrous earthquake on the Island of Martinique, Admiral Sebree went thirty miles out of his course and passed very close to shore to enable the officers and men to see the desolated region. They found that a few ruins were all that were left of Saint Pierre, and the vegetation was just beginning to reappear on the blackened surfaces of the hills. They were impressed by the grand, but awful sight of Mount Pelee. Starting from the crater and extending clear to the ocean is an enormous river of solidified lava, with smaller streams leading off from it and causing a mass of deep fissures and ravines on this side of the mountain.

About seven o'clock in the morning of October 18th the mainland of South America was sighted and at noon the ships anchored off Port of Spain, Trinidad. The liberty parties who went ashore the next day seemed to make special note of the widely differing nationalities represented in the population. The East Indian coolies seemed to constitute the chief laboring element. These people receive very low wages, about sixpence a day for nine hours' work, and yet most of them save considerable sums of money. These accumulations are frequently converted into silver bracelets and bangles for the arms and legs of their women, who thus preserve the family treasure. In their own "coolie town" they live apart and retain many customs which struck the boys as very peculiar, among others the married women were distinguished by a silver ring which they carried pierced through the nostrils.

They visited the famous Pitch Lake which supplies most of the asphalt used in the United States. This lake is practically pure asphalt, and although it has been worked for years appears to be inexhaustible, for as soon as any pitch is dug out more oozes up to fill its place. It is so hot and soft underneath that only the surface which has hardened can be removed.

On October 21st, Admiral Sebree having shifted his flag to the *Washington*, Sir Gilbert Carter, the Governor of Trinidad, called on board officially, and on his departure a salute of seventeen guns was fired with the British ensign at the main. Admiral Sebree and Captain Knight had already officially called on the Governor on the island. In the afternoon of the same day Lady Carter and a number of friends were received on board by the officers, and entertained with music and dancing. About four in the afternoon of October 24th the two ships got under way bound for Rio de Janeiro, Brazil.

In the evening of the 28th the equatorial line was crossed, and Davy Jones, Secretary to His Marine Majesty, Neptunus Rex, appeared on board to announce that his sovereign would visit the ship the next morning. Which visit was duly made and the landlubbers got what was coming to them.

After a delightful voyage, with the best of seas and weather, the ships cast anchor off Rio de Janeiro at half-past ten in the morning of November 4th.

The liberty parties visited all places of interest in Rio and were greatly pleased

with the attractions of this great city. They ascended to the summit of Corcovado, and agreed with the verdict often pronounced, that it gave the finest view in the world. There is a sheer drop of one thousand feet on three sides of the mountain, and the story was told of the Brazilian gentleman who desired an original way of committing suicide and rode over the brink on his horse, exhibiting in his death the South American love of display.

Venders of lottery tickets were seen on many of the corners, and the bluejackets concluded that the selling of lottery tickets was one of the most flourishing branches of business in Rio, for every one buys them and in order to keep up the excitement of the people stories of great fortunes thus acquired are often industriously circulated.

On November 10th the President of Brazil paid an official visit to the flagship. The crews of the two ships manned the rail, and both when the President went aboard the Tennessee and when he left a salute of twenty-one guns was fired. While in this harbor other official visits were made and received by the officers. At four in the afternoon of November 10th anchor was weighed, and the ships departed headed for Montevideo, Uruguay.

Smooth seas and fine weather were the order of the day until early on Wednesday, November 13th, the vessels entered the roadstead and anchored six miles off from the city of Montevideo. The first liberty party left the ship on the 15th on a tug chartered by Admiral Sebree for the purpose.

Montevideo, the capital of Uruguay, is situated on the northern shore of the Rio de la Plata, and is built on a chain of moderately high hills with a slope toward the shore. Its population is about three hundred thousand. The city is well built and clean. It is spread over a large area and stretches back into thinly populated suburbs, but all parts are made accessible by a capital system of electric cars, whose lines run over fifty miles in the city and vicinity. The streets are straight, wide and well paved. A curious fact noted by the bluejackets was the absence of fireplaces and chimneys, as but few stoves are used. Cooking is done on braziers out of doors with charcoal. It is asserted that Montevideo is the most healthful city in the world, and the perfect natural drainage would lend some countenance to this claim. The climate is said to be about the same as that of Tennessee.

On the streets men, women and boys were selling lottery tickets, much as newspapers are sold in an American city.

The police arrangements seem to be perfect. The streets are safe for man or woman at any hour of day or night. There are numerous noble buildings and fine streets and plazas. The Solis Theatre seats three thousand people. The bull-fight is a national sport, but the law forbids the killing of the bulls, and the matador simply touches the animal with his sword to show that he could easily kill it if he were permitted.

While at Montevideo, on November 14th, the Washington took on six hundred and eighteen tons of coal in one hour and fifty-one minutes, making an average of three hundred and twenty-five and three-tenths tons an hour. Upon the completion of the coaling Rear Admiral Sebree sent the following wireless message: "Well done, Washington! It is believed that this beats the record for two hours' coaling in our navy." Thus it is apparent that the Special Service Squadron was not behind the other fleets in the emulation and ambition to excel in all tasks which stamp the common spirit of the navy.

On the 15th the squadron commander, the commanding officers, and several

other officers from both ships called upon Mr. O'Brien, the American minister at Montevideo, and accompanied by him officially paid their respects to President Williman, chief executive of Uruguay. In the evening of the same day Rear Admiral Sebree, as squadron commander, went to Buenos Ayres to pay a visit of courtesy to the President of the Argentine Republic. On the 18th the President of Uruguay made a return visit on the Tennessee, both ships uniting in the customary honors at the reception on the flagship.

On the afternoon of November 19th the squadron left Montevideo for Punta Arenas, Chili. On the 22d fine weather and pleasant sailing came to an end for a time. A strong gale arose and the waves broke over the superstructure. How rough this storm was may be imagined when it is said that the sea struck the first sailing launch at a height of forty-five feet above the water with such force as to throw it against the engine house and crush the launch beyond repair. The gale did not abate until Punta Arenas was reached. The fleet arrived at this port at half-past five in the afternoon of November 23d.

On the morning of the 27th the squadron was again under way, headed to southward through the Strait of Magellan, bound for Callao, Peru. The speed of the ships was eighteen knots, with a current of from one to four knots in their favor. This speed was maintained the entire distance through the Strait, and it is affirmed that this is beyond question the fastest speed ever made by any vessel through that cheerless channel.

Along the coast of Chili great numbers of albatross were seen. They are larger than the same bird on the Atlantic coast. Many of them have a spread of twelve feet from tip to tip of the wings, and the ease with which they soar through the air even against a wind blowing fifty miles an hour is marvelous. These birds are so powerful that when they are captured with hook and line, as they often are, it takes several men to hold them. The more literary among the voyagers were reminded that the squadron was making practically the same run as that of the phantom ship celebrated by Coleridge in "The Rime of the Ancient Mariner."

"The ice was here, the ice was there,
The ice was all around:
It crack'd and growl'd, and roar'd and howl'd,
Like noises in a swound!

"At length did cross an Albatross,
Thorough the fog it came;
As if it had been a Christian soul
We hailed it in God's name.

"It ate the food it ne'er had eat,
And round and round it flew.
The ice did split with a thunder-fit;
The helmsman steer'd us through.

"And a good south wind sprung up behind;
The Albatross did follow,
And every day, for food or play,
Came to the mariners' hollo!

"In mist or cloud, on mast or shroud,
It perch'd for vespers nine;
Whiles all the night, through fog-smoke white,
Glimmer'd the white moonshine."

One experience the Special Service Squadron had which the other fleets had not. Soon after entering the Strait a snow squall struck the ships. So violent was the squall and so dense the snow that nothing could be seen a hundred yards away. This was supposed to be "summer time" in the Strait, yet the older officers said it

was the worst snow squall they had ever seen. In addition to the snow, the weather was stormy and cold; but when it cleared, as it did from time to time, the magnificent scenery—magnificent, but cold, bleak, dreary, and desolate—stood out boldly before the vision of the voyagers.

Admiral Sebree went out of the direct course to Callao in order to give the officers and crews an opportunity to get a glimpse of Valparaiso, which was sighted on the afternoon of Sunday, December 1st. A lighthouse signaled to the squadron, "Welcome," in the International Code; and the reply was sent, "Thank you. Bound for Callao."

The ships anchored off Callao on December 5. No shore leave was given to the sailors at this point, as an epidemic of smallpox was said to be raging at Lima, with bubonic plague cases both at Lima and Callao.

Thursday evening, December 12th, the ships got under way for Acapulco, Mexico, which port was reached after a pleasant and uneventful voyage on the 19th. A liberty party left the Washington on the 21st, but found the town so disappointing that they were ready to return to ship long before their time had expired. At the plaza in the center of the town is a band stand, and on alternate days during their stay the bands of the two ships entertained the natives. A hot sun, cheap buildings, dirty streets, pineapples, gambling and grog shops stand out in the recollections of the sailors of this place. "Monte" is openly played on the streets, and cockfights are held on Sundays. While there is supposed to be a good market in Acapulco, it was impossible to obtain at any price enough turkeys and chickens for the Christmas dinner on the two ships.

The vessels left Acapulco at three in the afternoon of Sunday, December 22d, for Pichilique Bay, Mexico. Land was in sight almost the entire trip and the squadron anchored in Pichilique Bay about nine, Christmas morning.

Christmas with the Special Service Squadron was a far merrier occasion than we have seen to be the case either with the men on the battleships or with the boys on the torpedo flotilla standing out to sea from that port. Aside from the dinner, the day was filled with all sort of contests and sports, and in the evening there was a first-rate boxing match, when a clean and clever game was "pulled off," as the sporting editors say. On Christmas night also the officers of the Washington gave a "smoker" to the squadron commander, his staff, and the captain and officers of the Tennessee. A Christmas tree was obtained, set up on the quarterdeck, and decorated as well as possible; although the temperature did not remind one much of Santa Claus, the tree was covered with snow. About nine o'clock the officers were invited to the quarterdeck, the tree was illuminated, and a present given to each of the officers of the Tennessee. Before the gifts were presented an appropriate verse was read for each one. The presents and verses, as far as possible, were foolish ones, and were intended to show up some little peculiarity, hobby, or joke on the "accused," and so no one could say that the evening was not merry.

At eleven on the morning of December 28th the ships weighed anchor and headed for Magdalena Bay, where they arrived about twenty-four hours later, on the 29th.

On January 1, 1908, in accordance with instructions of the commander-in-chief of the United States Pacific Fleet, Rear Admiral Uriel Sebree, U. S. N., assumed command of the Second Division, First Squadron, United States Pacific Fleet, consisting of the U. S. S. Tennessee (flagship), U. S. S. Washington, U. S. S. California, and the U. S. S. South Dakota, the latter ship to be assigned to the second division later.



Photo by Webster & Stevens.
THE U. S. ARMORED CRUISER TENNESSEE.
(Flagship Rear Admiral Uriel Selover, commanding Special Service Squadron), Captain T. Howard, Commanding.



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OFFICERS AND CREW OF THE U. S. S. TENNESSEE.

UNITED STATES ARMORED CRUISER TENNESSEE.

FLAGSHIP SPECIAL SERVICE SQUADRON.

REAR ADMIRAL URIEL SEBREE.

Lieutenant C. Bloch, Flag Lieutenant.

Ensign S. Holmes, Aide.

Captain T. B. Howard, Commanding.

Lieut.-Comdr. H. A. Field.

Lieut.-Comdr. A. H. Robertson.

Lieut.-Comdr. S. S. Robison.

Lieutenant A. G. Kavanagh.

Lieutenant M. J. McCormack.

Lieutenant W. K. Wortman.

Lieutenant E. E. Spafford.

Lieutenant W. W. Galbraith.

Lieutenant W. L. Pryor.

Lieutenant J. P. Lannon.

Ensign J. D. Wilson.

Midshipman J. P. Olding.

Midshipman R. E. Hughes.

Midshipman F. Russell.

Midshipman G. E. Baker.

Midshipman A. T. Beauregard.

Midshipman H. W. McCormack.

Midshipman D. S. H. Howard.

Midshipman S. B. McKinney.

Midshipman H. R. Keller.

Midshipman R. F. Gross.

Surgeon M. S. Guest.

Asst. Surgeon J. B. Kaufman.

Paymaster G. R. Venable.

Chaplain C. H. Dickens.

1st Lieut. E. B. Manwaring, U. S. M. C.

2d Lieut. C. P. Meyer.

Boatswain W. J. Drummond.

Gunner G. A. Messing.

Gunner J. F. McCarthy.

Carpenter S. P. Mead.

Warrant Machinist J. J. Horan.

Warrant Machinist C. W. Jackson.

Warrant Machinist A. P. McCarthy.

Pay Clerk F. Hunt.

Ahern, J. H., O. S.

Agnew, J. W., El. 3c.

Allen, R. A., C. P.

Allen, H., O. S.

Allery, Samuel, C. M. 3c.

Andrews, J. A., Mus. 2c.

Avery, John, M. Att. 3c.

Albright, A., C. P.

Aguilar, R., O. S.

Ahrens, H. H., O. S.

Andrews, T., Ch. W. Tndr.

Arrowsmith, C. H., M. M. 1c.

Altman, G. J., Csmth.

Ambuhl, J. A., F. 2c.

Austin, R. J., C. P.

Anderson, H. B., Seaman.

Ambler, C., O. S.

Aschauer, A. A., O. S.

Auger, A. E., C. P.

Abbott, E. J., F. 1c.

Aufiero, P., C. P.

Anderson, A., B. M. 1c.

Blahos, G., M. at A. 2c.

Beauford, C. A., O. S.

Barr, J., O. S.

Barnes, F., O. S.

Butler, W. J., O. S.

Baldwin, F. R., O. S.

Bell, F. G., O. S.

Brulard, J. M., O. S.

Beard, L., O. S.

Berg, H., O. S.

Bancroft, R., El. 1c.

Prown, D. W., M. Att. 4c.

Burnett, F. M., M. Att.

Buder, T. A., F. 2c.

Burns, E. J., C. P.

Boggs, E. C., C. P.

Brauer, F. C., C. P.

Barry, D. F., C. P.

Berninger, J. J., C. P.

Burke, P. T., C. P.

Burton, R. W., C. P.

Boschert, C. H., C. P.

Brule, R. J., C. P.

Battic, T. B., C. P.

Brunner, T. R., C. P.

Benner, G. E., C. P.

Bunce, E. H., C. P.

Burns, W. S., C. P.

Barnes, W. E., C. P.

Blacknee, F., C. P.

Bagley, J. A., Seaman.

Brown, J., O. S.

Bailey, A. C., O. S.

Bundley, N. F., Seaman.

Burch, B. W., Seaman.

Blackman, L. E., O. S.

Bingham, G. W., O. S.

Bradley, C. E., O. S.

Bailey, B. F., W. R. Stw.

Boyker, E. D., H. App.

Barber, W. G., F. 2c.

Butler, George, C. P.

Busch, A. H., C. P.

Brady, James, Ch. Yeo.

Bond, W. E., O. S.

Bohan, J. E., G. M. 1c.

Poston, B. E., H. Stw.

Bowerman, R., Yeo. 2c.

Bunch, H., C. P.

Beaseley, E. S., M. M. 2c.

Bush, A. J., M. M. 3c.

Bork, H., F. 1c.

Birx, F., F. 2c.

Bingham, W., C. P.

Bearton, H., C. P.

Bettis, B. H., O. S.

Butler, J. T., O. S.

Baker, L. J., O. S.

Ballew, C. W., Seaman.

Balla, S., Seaman.

Bennett, J. W., O. S.

Bresleine, G., Cox.

Bevan, C., El. 3c.

Bales, H. M., C. M. 3c.

Burgess, T., Ch. W. Tndr.

Bennett, J. J., W. Tndr.

Burns, J., F. 1c.

Brady, P. G., C. P.

Bennett, T., C. P.

Casey, J. P., O. S.

Cave, G. W., O. S.

Cunningham, F. E., O. S.

Cerbin, A., O. S.

Cook, J. D., El. 3c.

Carr, C. E., M. Att.

Cooney, J. J., W. Tndr.

Cooley, J., C. P.

Corns, G. M., F. 2c.

Corburn, E. D., C. P.

Carroll, J. P. A., C. P.

Charlton, T. S., C. P.

Creatura, E., C. P.

Critchfield, W., O. S.

Corby, G. W., O. S.

Cox, H. L., O. S.

Cole, P. J., O. S.

Champagne, N., O. S.

Chandler, C., O. S.

Cramer, F., O. S.

Crawford, B. F., O. S.

Calhoun, T. F., M. at A. 3c.

Crater, J. E., El. 3c.

Chaffee, T. E., C. M. 3c.

Campbell, D., P. and F.

Carnahan, W. E., C. P.

Carey, A. M., M. M. 2c.

Collins, W. J., C. P.

Catron, M. G., C. P.

Chalmers, M. C., F. 2c.

Cohen, G., C. P.

Cary, E. L., C. P.

Channelli, N., C. P.

Cowhig, J. A., C. P.

Carter F., C. P.

Cassidy, J. F., C. P.

Cronyn, E. S., O. S.

Cunneen, C. M., O. S.

Conway, F. A., O. S.

Crotzer, R. H., O. S.

Cunningham, W., O. S.

Conway, W. T., Seaman.

Costello, J., Seaman.

Chatillon, N., Ch. El.

Clark, H. R., Swright.

Cunti, F., Mus. 1c.

Church, E. I., C. P.

Calabras, L. F., O. S.

Campbell, H. W., Seaman.

Coleman, C. K., C. C. M.

Cash, J. L., Ch. Yeo.

Clizbe, R. E., El. 3c.

Chartener, C. B., M. M. 2c.

Coyne, P. J., F. 1c.

Casto, M. A., F. 2c.

Clark, E. W., F. 2c.

Chambers, J. F., C. P.

Clowry, P. J., Q. M. 3c.

Dailey, R. E., O. S.

Deane, J., F. 1c.

Deemer, J., C. P.

Dowhower, R. E., C. P.

Doyle, W., O. S.

Duelfer, A., O. S.

Delpino, F. L., Mus. 2c.

Deurant, F., M. Att.

Dress, G. M., M. M. 1c.

Dailey, W. J., Oiler.

Dwyer, J. J., F. 2c.

Deaver, W. O., F. 2c.

Dickinson, H. E., F. 2c.

Devlin, W. H., O. S.

Danz, F., O. S.

Duffey, P. W., O. S.

Dodson, H., Mus. 2c.

Denny, W., Bmaker.

Dillon, W. F., F. 2c.

Denatte, V., F. 2c.

Davis, E. C., O. S.

Devinny, O. C., O. S.

Deitz, G. H., O. S.

Deickmann, F., O. S.

Durnan, J. S., O. S.

Evans, W. H., Seaman.

Erwin, J. E., Printer.

Ebensberger, A. J., O. S.

Elliott, Wm., M. M. 2c.

Epps, C., F. 1c.

Eng, G., F. 2c.

Evans, W. S., F. 1c.

Edwards, F. L., O. S.

Eadie, W. J., O. S.

Ernst, H. P., O. S.

Ebert, J. E., Seaman.

Fromm, E. G., O. S.

- Flynn, P., B. M. 1c.
 Fitch, R. J., Seaman.
 Fussell, C., O. S.
 Frisby, T. M., O. S.
 Fitzpatrick, H., F. 2c.
 Finnerty, M., Ch. T. C.
 Frey, A., O. S.
 Farber, H. S., Seaman.
 Fitch, B. F., Ptr. 3c.
 Fritz, W. F., S. C. 2c.
 Friebe, F. C., Ch. W. T.
 Findley, W. J., C. P.
 Fercicer, J., C. P.
 Fender, W. J., O. S.
 Fairlie, T. A., Yeo. 2c.
 Frazier, V. H., F. 1c.
 Fetzters, E., F. 2c.
 Frommer, L., G. M. 3c.
 Frisch, M., S. C. 1c.
 Ferguson, H. O., M. M. 2c.
 Faching, L. W., C. P.
 Good, R. A., O. S.
 Graves, W. H., O. S.
 Golden, P. B., Ch. M. at A.
 Green, C. L., Ch. Q. M.
 Geer, J. O., Yeo. 2c.
 Geppel, Frank, Mus. 1c.
 Graf, J., S. C. 1c.
 Grabill, B. A., Oilier.
 Giles, P. R., C. P.
 Gibson, L. P., C. P.
 Garrison, W. S., F. 1c.
 Gouderlock, J. H., O. S.
 Gregory, W. S., O. S.
 Gannon, T., O. S.
 Gellett, E. R., O. S.
 Grace, E. D., O. S.
 Graichen, A. E., G. M. 3c.
 Garron, W. X., C. M. 2c.
 Green, W. C., Blksmith.
 Gately, G. M., C. P.
 Gentel, J. A., C. P.
 Gallagher, F. E., C. P.
 Gable, W. C., C. P.
 Gorsuch, W. S., C. P.
 Gibbs, J. J., C. P.
 Graham, C., C. P.
 Gluth, M. F., Cox.
 Gribbin, P., W. Tndr.
 Gowan, W. H., Cox.
 Grignon, F., O. S.
 Gleason, A. P., Seaman.
 Gerig, J., El. 1c.
 Gumbiner, H. A., Yeo. 3c.
 Gill, Wm., Str. Cook.
 Green, E. C., F. 1c.
 Glass, A. W., F. 1c.
 Gibben, R., F. 2c.
 Glow, P., C. P. 1c.
 Haynes, H., O. S.
 Hinkle, L., Seaman.
 Hicks, C. P., O. S.
 Heim, H. C., Seaman.
 Hermer, G., O. S.
 Heitcotter, H. G., Swright.
 Hayes, A., W. Tndr.
 Howard, F., F. 2c.
 Harning, E., C. P.
 Hobson, F. C., C. P.
 Harrington, J. H., G. M. 2c.
 Hanson, G. H., O. S.
 Hinckley, W. R., Seaman.
 Hunter, G., O. S.
 Hughes, M. W., O. S.
 Herdner, C. R., Seaman.
 Hill, E. L., S. F. 2c.
 Hamlin, J. B., Yeo. 2c.
 Hill, J. T., Bkr. 2c.
 Hoagland, E. J., C. P.
 Harrington, B. M., C. P.
 Herman, W., C. P.
 Heidrick, H. W., C. P.
 Hillau, E. P., C. P.
 Howard, W. E., C. P.
 Houghton, R. B., O. S.
 Humphrey, W. C., O. S.
 Hemric, R. S., O. S.
 Huff, J. A., O. S.
 Henry, W. T., O. S.
 Hanson, H. H., O. S.
 Haase, G. C., O. S.
 Hudgins, C. R., W. O. Cook.
 Hanson, T., F. 1c.
 Harrison, H. H., C. P.
 Hawthorne, H., C. P.
 Hamilton, F. H., C. P.
 Hollinger, F., C. P.
 Henniger, P. C., C. P.
 Henry, H. F., C. P.
 Harneson, J. E., C. P.
 Heitz, J. L., C. P.
 Helmer, E. R., O. S.
 Hoffman, R., O. S.
 Hurst, T. J., O. S.
 Hillebrandt, E. A., O. S.
 Helmick, J., O. S.
 Hefferstey, J. R., O. S.
 Hill, L. E., O. S.
 Hahn, H. S., O. S.
 Holton, A. J., El. 2c.
 Holst, J. W., S. F. 1c.
 Heller, C. W., Mus. 2c.
 Hood, S. M., Att.
 Hutchins, W. W., M. Att.
 Hyland, D. J., H. App. 1c.
 Heintz, F. A., Ch. M. M.
 Homan, J., M. M. 1c.
 Hunberger, L., M. M. 1c.
 Halley, J., C. P.
 Hanline, W., F. 2c.
 Hunter, G. J., C. P.
 Hutton, T., C. P.
 Ito, M., Cab. Cook.
 Inderlied, W. J., F. 2c.
 Ishler, W. R., O. S.
 Ingram, J. P., O. S.
 Ikimuri, Kutaro, Cab. Cook.
 Johuson, J. O., G. M. 1c.
 Jordan, J. E., F. 2c.
 Jacobs, H. G., C. P.
 James, F., C. P.
 Jensen, H. J., O. S.
 Jones, J. H., M. Att.
 Jacques, F. R., M. Att.
 Jackson, F., F. 2c.
 Johnson, J. O., F. 2c.
 Jamison, D., G. M. 1c.
 Jones, R. B., O. S.
 Jagdman, W. E., O. S.
 Jackson, A. R., W. O. Stw.
 Jackson, N., M. Att.
 Jones, J. T., C. P.
 Jones, W. M., C. P.
 Kemper, C., O. S.
 Kennitzer, L. J., O. S.
 Kohlmann, H. W. C., Swright.
 Keelley, P. H., W. Tndr.
 Knickerbocker, L., F. 2c.
 Kite, H., C. P.
 Krause, E. X., B. M. 1c.
 Kwiatkowski, T., O. S.
 Kell, C. H., F. 2c.
 Kent, E. V., C. P.
 Kuba, F. J., C. P.
 King, T. J., W. Tndr.
 Kuhn, F., O. S.
 Kirk, J. H., O. S.
 Kominsky, B., Seaman.
 Kraiger, A. V., O. S.
 Koepper, W. F., O. S.
 King, W. I., M. Att.
 Krause, F. J., C. P.
 Kurtz, H. C., C. P.
 Kelly, H., C. P.
 Kelly, M. W., Cox.
 Koran, G. T., O. S.
 Kramer, S. S., Seaman.
 Keane, H., O. S.
 Klye, T., Ch. Q. M.
 Kimbrough, C., Ptr. 3c.
 Kane, O., F. 1c.
 Kummerow, J., C. P.
 Koehler, J. E., C. P.
 Llewellyn, G. B., C. B. M.
 Lechler, W. H., O. S.
 Leybourn, F. P., O. S.
 Lorentin, F., B. M. 2c.
 Loffler, F. A., O. S.
 Lynch, C. V., O. S.
 Logan, L. L., O. S.
 Langan, J., Ch. W. Tndr.
 Linden, S. J., M. M. 1c.
 Ledett, P. J., F. 2c.
 Lawrence, K. O. S.
 Lipham, H. J., O. S.
 Lewis, G. M., O. S.
 Leibbrandt, T. G., O. S.
 Lehdak, J., B. M. 2c.
 Love, A. McC., App. Seaman.
 Law, B. J., O. S.
 Law, W., O. S.
 Lawler, J. E., O. S.
 Larkins, A. T., Seaman.
 Long, W. J., O. S.
 Long, W. W., O. S.
 Loar, L. Z., O. S.
 Lillenthal, C. H., O. S.
 Langfield, K., Ch. G. M.
 Lynch, P. J., P. and F.
 Lundes, T. A., W. T.
 Lynch, F., F. 1c.
 Langhart, J. J., C. P.
 Laverty, J. P., F. 2c.
 Lawler, C. T., C. P.
 Lee, J., O. S.
 Lewandowski, P. B., O. S.
 Lechluder, E. A., O. S.
 Lambele, R. E., O. S.
 Lindborn, A., S. M. M.
 Lawrence, C. E., W. T.
 Lee, J., C. P.
 Lozaw, R., C. P.
 Lotz, H. L., C. P.
 Lammerhirt, J., C. P.
 Lohman, G. W., F. 2c.
 Laverty, S. H., C. P.
 Madison, J. V., B. M. 2c.
 Malinowski, W., O. S.
 Melton, R. P., O. S.
 Macks, M., Seaman.
 Martin, P. F., O. S.
 Miller, J. E., O. S.
 Merritt, C. A., O. S.
 Meigan, J. H., Bugler.
 Moeller, A. W., O. S.
 Miller, F., Mus. 2c.
 Massy, W. G., C. P.
 Miller, J. H., M. M. 1c.
 Myer, J. S., C. P.
 Manley, S., C. P.
 Meek, G. W., F. 1c.
 Milligan, J., F. 1c.
 Menneke, A., F. 2c.
 Maxfield, F. S., F. 2c.
 Mays, N., C. P.
 Miller, J. J., C. P.
 Malinowski, J., C. P.
 Morrison, F. C., Seaman.
 Moravic, J., Seaman.
 Marshall, W. T., O. S.
 Moore, F. M., O. S.
 Myers, E. M., O. S.
 Myers, F. S., O. S.
 Murphy, W. A., B. M. 2c.
 Mercer, A., Seaman.
 Murphy, J., O. S.
 Mendenhall, E., O. S.
 Melchior, E. G., O. S.
 Morgan, D. G., O. S.
 Marshburn, W. B., O. S.
 Mohan, I. L., O. S.
 Mayhew, J. E., O. S.
 Miller, F. J., O. S.
 Miley, C. A., C. Yeo.
 Morris, J., Elec. 2c.
 Michael, T., S. C. 2c.
 Moursen, L. L., C. M. M.
 Morris, W. J., C. M. M.
 Magner, A. N., F. 1c.
 Matthias, J., F. 2c.
 Meier, O., F. 2c.

- Murray, A., O. S.
 Merganz, R., Sea.
 Mohan, J. J., B. M. 1c.
 Manning, J. J., M. A. A. 1c.
 Maine, F. H., O. S.
 Miller, F. A., Sea.
 Minghini, J. C., O. S.
 Myers, G. E., O. S.
 Moffatt, W., O. S.
 Marberry, E. R., O. S.
 Mauterstock, W. S., Sea.
 Millikin, R. L., O. S.
 Marron, J. C., S. F. 1c.
 Matthews, H. J., Mus. 2c.
 Myers, H. E., F. 2c.
 Marsh, C. A., C. P.
 Myrick, A. E., C. P.
 Merritts, W. F., C. P.
 Mayhew, W. E., C. P.
 Morris, J. McC., C. P.
 Mitura, W. M., C. P.
 Mechiyas, A. J., Sea.
 Matthieson, O. J., O. S.
 Murray, J. E., G. M. 3c.
 Moore, W. B., O. S.
 Majocchi, P., O. S.
 Murphy, E. J., O. S.
 Miller, R. A., O. S.
 Moriarty, J. J., O. S.
 Maloney, H. T., O. S.
 Mitchell, A. J., O. S.
 Mancosas, G. D., O. S.
 Monroe, F., O. S.
 Martin, J. L., O. S.
 Martin, H., O. S.
 Magoon, W. C., H. S.
 Meyer, R. A., O. S.
 Manny, C., M. Att.
 Milligan, J., S. C. 3c.
 Matture, J. B., C. P.
 Mounts, E. M., C. P.
 Maurer, J. B., C. P.
 McCabe, E. E., Sea.
 McKibben, H. S., O. S.
 McGrath, D., O. S.
 McKisey, W. J., O. S.
 McCafferty, J., O. S.
 McMahon, J. O., O. S.
 McDonald, C. J., O. S.
 McIntyre, L., O. S.
 McSweeney, J. P., S. C. 3c.
 McGarry, M., Oiler.
 McClure, F. W., F. 2c.
 McEwen, F. G., C. P.
 McCarren, J. C., C. P.
 McQuillan, W., O. S.
 MacNeil, J. J., O. S.
 McCullough, R. C., O. S.
 MacKenzie, W. P., M. M. 2c.
 McDonald, J. J., F. 2c.
 McEvers, B. B., C. P.
 McDougald, D., O. S.
 McNulty, P., O. S.
 McCullough, S. A., C. P.
 McCarty, B. P. P., F. 1c.
 Mellvaney, D. C., O. S.
 McConville, John, Yeo. 3c.
 McCahe, K. W., C. P.
 Neff, John A., O. S.
 Newton, A. C., El. 2c.
 Nabari, S., Std. C. C.
 Nielson, A., F. 1c.
 Nehls, F. C., O. S.
 Nickerson, H. M., O. S.
 Natter, J., O. S.
 Nordmark, J., C. El.
 Northup, N. M., El. 3c.
 Newson, E., M. Att.
 Nangle, C. B., S. C. 4c.
 Nolan, C., C. P.
 Noethen, E., O. S.
 Netzel, J. F., Ptr. 1c.
 Nolan, M., S. C. 4c.
 Nye, Harry A., F. 2c.
 Nouse, C. W., C. P.
 Nebich, H. G., O. S.
 Nickerson, H. M., O. S.
 Nesius, P. A., O. S.
 Neilson, J., O. S.
 Nilsen, C., B. M. 2c.
 Nichols, P. H., O. S.
 Nicholson, A. L., W. T.
 Nicket, E. F., C. P.
 Nyholm, E. N., C. P.
 Norman, C. C., C. P.
 Olsen, S., O. S.
 Oldham, H. A., O. S.
 O'Neil, H. A., O. S.
 Oder, R. J., O. S.
 O'Connell, W. J., O. S.
 O'Connor, P., O. S.
 Oliver, R. S., O. S.
 O'Brien, P., F. 1c.
 O'Leary, L., O. S.
 O'Brien, J. J., O. S.
 O'Grady, P., O. S., 1st class.
 Olsen, O. L., O. S.
 Olinger, C. E., Mus. 2c.
 Ort, J., F. 1c.
 O'Brien, F., F. 1c.
 Owens, W., El. 2c.
 O'Connor, J., C. P.
 Ott, C., C. P.
 Orvis, L. E., O. S.
 Ottman, G. R., C. P.
 Peterson, C. B., O. S.
 Pasternack, J., O. S.
 Phillips, C., O. S.
 Pierce, W., O. S.
 Perkins, H. C., O. S.
 Prochaska, T. F., Mus. 2c.
 Pierce, E., S. C. 3c.
 Pierce, F. L., H. App.
 Phillips, R. F., Sea.
 Persing, J. E., O. S.
 Preston, H. P., O. S.
 Prier, O. L., O. S.
 Platt, B., O. S.
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 Pauley, W. J., Sea.
 Price, H. W., O. S.
 Prouty, I. R., O. S.
 Purl, C. W., O. S.
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 Payne, W., M. Att.
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 Pheasey, H., Sea.
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 Pank, J. H., Oiler.
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 Prutzman, H., Oiler.
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 Quinsensberry, C., O. S.
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 Tagas, W. J., El. 3c.
 Reise, G. S., Blksmith.
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 Reed, H. Y., S. C. 4c.
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 Reinholdt, W., F. 1c.
 Rutledge, R. F., C. P.
 Rasch, F. N., C. P.
 Roach, J., C. P.
 Reid, R. L., O. S.
 Raitz, R. J., O. S.
 Reeks, E. H., O. S.
 Rankin, H. L., O. S.
 Robinson, B. D., Sea.
 Rock, G. L., O. S.
 Rice, Owen J., O. S.
 Reynolds, E. N., Mus. 2c.
 Romoser, J. E., C. P.
 Rife, E., C. P.
 Rhenhart, J. W., W. T.
 Richter, O. W., O. S.
 Renter, G. L., O. S.
 Reiffen, M., O. S.
 Reed, P. J., O. S.
 Rakowski, C. T., O. S.
 Rosebell, W. E., O. S.
 Rogers, F. X., O. S.
 Russell, C. I., O. S.
 Renner, H. R., El. 3c.
 Rothchild, L. S., C. M. M.
 Riddle, J., C. P.
 Rasmussen, G., Oiler.
 Ricks, P., F. 2c.
 Reid, W. B., F. 2c.
 Ray, T., C. P.
 Ritz, C., O. S.
 Reitmann, H. W., O. S.
 Ross, H. W., Sea.
 Ray, H., O. S.
 Reis, P. J., O. S.
 Richardson, J. M., O. S.
 Ripley, F. W., O. S.
 Rogers, E. B., Cox.
 Reim, F., O. S.
 Rabe, F. J., O. S.
 Rogers, H., O. S.
 Russell, W. E., Yeo. 3c.
 Rutledge, M. K., W. T.
 Rice, R. R., B'smith.
 Reinhold, A., M. M. 2c.
 Redmond, P., F. 1c.
 Richott, J. W., F. 2c.
 Roach, C. C., C. P.
 Ryan, M. W., C. P.
 Stavall, A. F., O. S.
 Stillwell, H. R., Sea.
 Stevens, J. B., Sea.
 Smith, V. H., Sea.
 Starfinger, J., O. S.
 Soffen, P., O. S.
 Scales, B., O. S.
 Skinner, R. W., O. S.
 Stief, C. H., O. S.
 Sutor, F., O. S.
 Stoffel, W. A., O. S.
 Smith, John P., Q. M. 3c.
 Schmidt, L., Bkr. 2c.
 Steger, I., C. M. M.
 Summons, R. E., M. M. 1c.
 Stone, J. J. G., F. 2c.
 Sciple, J. T., C. P.
 Sabourin, F., C. P.
 Schwartz, J. A., C. P.
 Sweeney, J., Cox.
 Schmidt, F. C., O. S.
 Snyder, L. A., O. S.
 Shackleton, J. R., O. S.
 Schalkowski, F., O. S.
 Schnibbe, V. H., O. S.
 Seel, G., O. S.
 Shea, F., O. S.
 Sias, J. J., O. S.
 Sanders, E. O., O. S.
 Sieber, J. O., O. S.
 Saulter, W. J., O. S.
 Smith, F. J., O. S.
 Simmel, G. L., O. S.
 Simmons, J., M. Att.
 Smith, H. J., M. Att.
 Smith, A. H., C. P.
 Stanley, J. M., F. 1c.
 Smallwood, W. F., F. 1c.
 Showalter, N. P., C. P.
 Stull, T., C. P.
 Swift, H. M., C. P.

Schroeder, P. C., C. P.
 Schnell, E. O., O. S.
 Sullivan, J. J., O. S.
 Schmidt, H. J., O. S.
 Stanley, G. E., O. S.
 Sherrie, R. J., O. S.
 Splecher, M. J., O. S.
 Sanders, M., O. S.
 Smith, H. E., Sea.
 Shanahan, T. G., Sea.
 Sioo, J. R., O. S.
 Shoefeldt, O. S.
 Simpson, H. W., O. S.
 Soder, H. B., O. S.
 Shugart, C. A., O. S.
 Schierloh, S. L., O. S.
 Salvatore, T. R., O. S.
 Sassaman, J. L., O. S.
 Stoner, J., Bkr. 2c.
 Samuels, E., El. 1c.
 Schlereth, W. B., S. C. 4c.
 Schultz, A. G., O. S.
 Shaw, C. L., H. App.
 Smith, F. M., F. 1c.
 Stamatis, S., F. 1c.
 Shutt, M. A., F. 2c.
 Stromer, S., F. 2c.
 Shoemaker, H. W., C. P.
 Seals, J. L., C. P.
 Stein, M. L., Cox.
 Swigart, J. J., O. S.
 Shoemaker, B. L., O. S.
 Sullivan, D., Sea.
 Swiatecki, J. K., O. S.
 Sliwinski, F., O. S.
 Sullivan, J., Cox.
 Snodgrass, St. E. F., O. S.
 Snowden, L. J., O. S.
 Stevens, H. E., O. S.
 Schwartz, F. W., O. S.
 Sklncr, C., O. S.
 Snodgrass, B. E., O. S.
 Stein, W., O. S.
 Sanford, C. C., O. S.
 Sanford, D. H., O. S.
 Saline, R. C., M. A. A. 1c.
 Sechel, J., O. S.
 Snyder, R., O. S.
 Saint, James W., O. S.
 Stone, R. W., O. S.
 Smith, J. J., Mus. 1c.
 Smith, M. A., Mus. 2c.
 Smith, G. M., C. P.
 Speck, W. A., Csmith.
 Skoch, G. W., F. 1c.
 Shadbolt, E. L., C. P.
 Simpson, W. W., C. P.
 Sullivan, E. E., C. P.
 Scarle, G. W., C. P.
 Springfield, W. F., Cox.
 Tunny, T., O. S.
 Tiernann, F. C., O. S.
 Tucker, E., M. Att.
 Taylor, V. A., O. S.
 Tatman, J. E., Sea.
 Theimer, W. C., F. 1c.
 Toth, C., C. P.
 Tester, R. G., C. P.
 Taylor, V. H., Sea.
 Towns, F., O. S.
 Thayer, B. N., O. S.
 Toriat, G. T., O. S.
 Thomas, E. A., O. S.
 Thomas, W. A., C. Yeo.
 Thompson, H. L., Mus. 2c.
 Teubert, C. J., F. 2c.
 Till, J., C. P.
 Thomas, J., O. S.
 Taylor, J. S., O. S.
 Taft, P. H., O. S.
 Taylor, N. M., M. Att.
 Thomas, S. H., F. 2c.
 Tarbell, J. B., C. P.
 Upsher, J., F. 2c.
 VanHoute, H., El. 2c.
 Valliere, P. J., C. P.
 Vortricde, H., Cox.
 Varella, F. A., B. Master.
 Valicenti, N., F. 2c.
 Volz, H. L., C. P.
 Wright, G. E., O. S.
 Whipple, E. C., O. S.
 Walker, D. T., O. S.
 Wigart, F. B., O. S.
 Weinstein, S., Sea.
 Waller, H. H., O. S.
 Wooten, G., O. S.
 Warner, W. T., O. S.
 Wilson, F. H., El. 3c.
 Wegner, A. H., El. 3c.
 Wallace, J. R., Yeo. 3c.
 Wormley, E., W. R. Ck.
 Williams, E., S. C. 3c.
 Woods, G., W. T.
 Winslow, D. J., Blksmith.
 Wollett, R., M. M. 2c.
 Williamson, W. W., M. M. 2c.
 Wilson, F. T., F. 2c.
 Wing, F. R., F. 2c.
 Wallace, W. H., O. S.
 Wilson, C. E., O. S.
 Williams, C. E., Sea.
 Welch, J. L., O. S.
 Weinman, F., O. S.
 Williams, R. D., M. Att.
 Wolfe, H. W., M. Att.
 Wersig, W., F. 2c.
 Watson, R. W., F. 2c.
 Walker, E. B., F. 2c.
 Williamson, J. H., C. P.
 Wissenbach, H. C., C. P.
 Wirth, B. E., Yeo. 3c.
 Weinge, A., O. S.
 Warner, S., O. S.
 Weisel, H. J., O. S.
 Walling, F. T., G. M. 3c.
 Whitworth, S. N., O. S.
 Williams, C. N., O. S.
 Watson, A. R., O. S.
 Webb, W. B., O. S.
 Weidner, L. M., O. S.
 Warnick, N. W., O. S.
 Williams, H. K., O. S.
 Webster, G. F., O. S.
 Wolfe, A. R., El. 3c.
 Wells, R. C., O. S.
 Wise, J. H., M. Att.
 Werhle, P. S. C. 1c.
 Williams, C. J. S., S. C. 3c.
 Wolf, N. J., Bkr. 1c.
 Williams, F. B., M. M. 1c.
 Waters, C., Oiler.
 Wessberg, E. L., Oiler.
 Wolf, L., F. 1c.
 White, W. H., C. P.
 Wallace, J. A., F. 2c.
 Woltz, C. O., C. P.
 Wilson, H. A., C. P.
 Wiedle, J. C. P.
 Whitaker, H. C. P.
 Wagner, P., C. P.
 Williams, J. C., C. P.
 Wytaske, P., O. S.
 Wimmer, E., Sea.
 Ward, T. J., O. S.
 Wivagg, E. G., O. S.
 Workman, H. M., O. S.
 Wheelock, G. F., O. S.
 Walker, P. B., Sea.
 Wolfertz, W., O. S.
 Walker, T., O. S.
 Wickham, M. L., O. S.
 Williams, F. J., O. S.
 Watts, J., O. S.
 Williamson, G. I., O. S.
 Wood, W. J. L., O. S.
 Wallner, E. G., O. S.
 Wright, W. N., Sea.
 Wrightson, A., Q. M. 3c.
 Williams, E. N., Mus. 1c.
 Wheeler, F. G., S. C. 2c.
 Walters, A. E., Bkr. 2c.
 White, F. M., F. 2c.
 Wright, H. R., C. P.
 Weiss, L. P., C. P.
 Wright, E. E., C. P.
 Weldeman, W. J., C. P.
 Wasserman, H. C., C. P.
 Youcl, R., O. S.
 Young, G. R., G. M. 2c.
 Yamada, T., Cab. Std.
 Young Deelard, O. S.
 Yoha, O. A., O. S.
 Young, R. A., El. 1c.
 Young, J. A., F. 2c.
 Young, C. G., M. Att.
 Yantz, A. B., C. P.
 Yamashita, H., Ck. to C. C.
 Yeager, A. L., F. 1c.
 ZerLinden, W., Bugler.
 Zelinski, —, F. 2c.
 Zehner, E. A., El. 1c.
 Zook, H., C. P.

Marine Guard.

Allen, E. G., Sgt.
 Allen, I. E., Private.
 Atkins, I. V., Private.
 Burger, R. W., Cpl.
 Backers, C., Private.
 Bartholmew, C., Private.
 Bell, P., Private.
 Beaumont, G., Private.
 Best, J. J., Private.
 Boren, A. E., Private.
 Bowen, R. L., Private.
 Cox, H., Private.
 Clark, G. H., Private.
 Dale, J. A., Private.
 Derflinger, F. L., Private.
 Devine, P. V., Private.
 Egan, J. J., Sgt.
 Fritz, L. H., Trump.
 Ford, C. L., Private.
 Garrett, J. S., Private.
 Gordon, M. E., Private.
 Goldstein, H., Private.
 Guilbert, W., Private.
 Grabowski, A. J., Private.
 Hammond, G., Cpl.
 Hanus, W. J., Private.
 Haskell, F. E., Private.
 Hartson, H., Private.
 Herbert, J. W., Private.
 Hellriegle, F. H., Private.
 Hill, E., Private.
 Hilliard, S., Private.
 Jackson, B. F., Private.
 King, C. J., Private.
 Lehn, J. H., Private.
 Malley, M., Private.
 Maggard, S., Private.
 Mitchell, H. M., Private.
 Mulcahy, M., Private.
 Musgrave, J., Private.
 McClintock, H., Private.
 McCormick, J. J., Private.
 Owens, G. O., Private.
 Owens, H. J., Private.
 O'Brien, C., Private.
 O'Farrell, T., Private.
 O'Sullivan, M., Private.
 Page, P. E., Private.
 Pratt, F., Private.
 Preston, O., Private.
 Redington, C. A., Cpl.
 Rantz, L. L., Private.
 Rourke, T. S., Private.
 Spurrer, R. W., Cpl.
 Scowden, W. H., Private.
 Smith, S. B., Private.
 Smith, D., G. Sgt.
 Taft, E. H., Sgt.
 Truckey, L., Drum.
 Turner, L., Private.
 Witt, B., Private.



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THE UNITED STATES CRUISER WASHINGTON.
Captain A. M. Knight, Commanding.

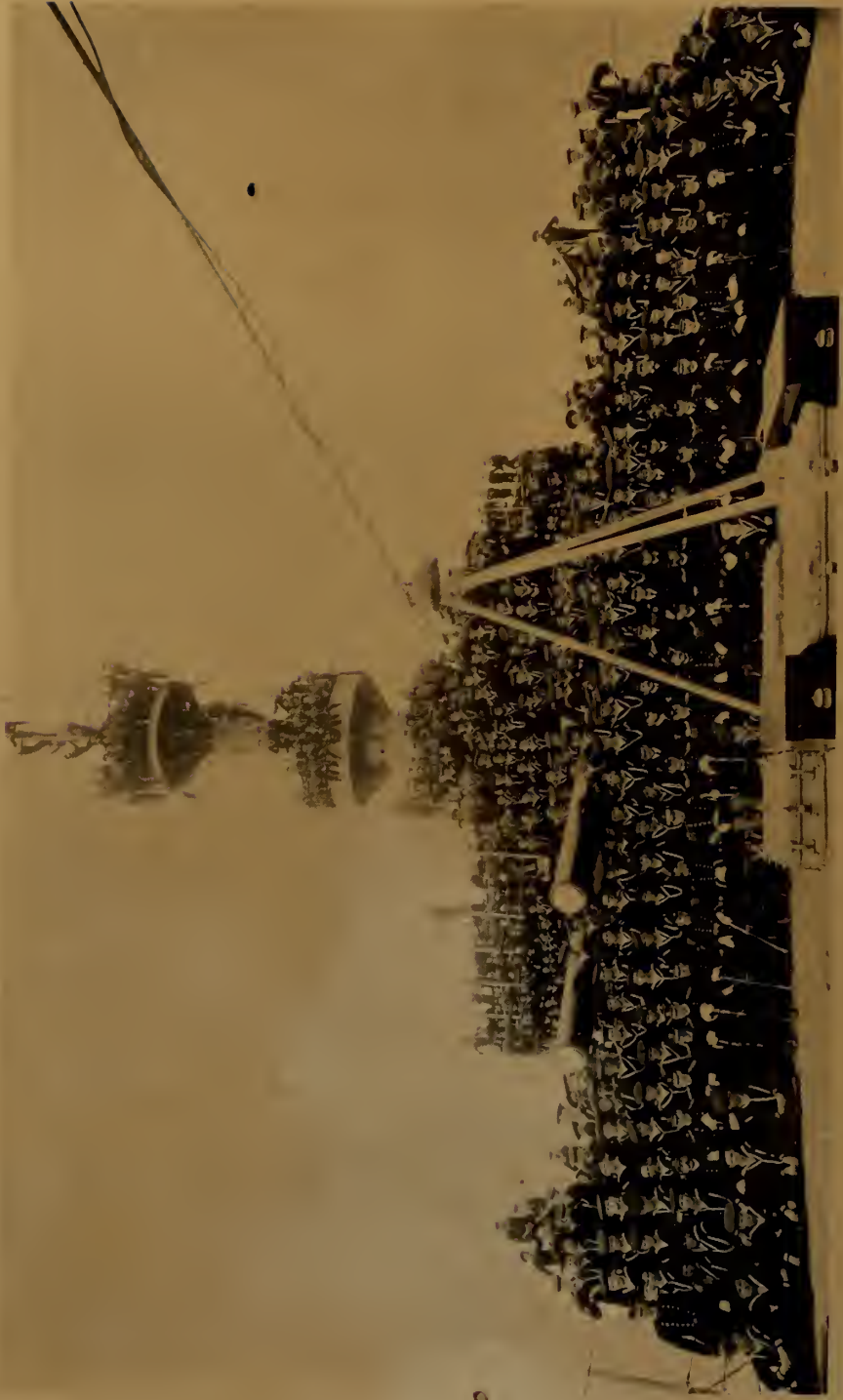


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 Lieut.-Comdr. C. F. Hughes.
 Lieut.-Comdr. L. A. Kaiser.
 Lieut.-Comdr. S. V. Graham.
 Lieutenant W. L. Littlefield.
 Lieutenant E. W. McIntyre.
 Lieutenant W. R. Sayles.
 Lieutenant O. F. Cooper.
 Ensign J. J. McCracken.
 Ensign A. Norris.
 Midshipman I. C. Shute.
 Midshipman D. A. Scott.
 Midshipman H. S. Babbitt.
 Midshipman E. Bruce.
 Midshipman E. D. McWhorter.
 Alexander, S., O. S.
 Anderson, J., B. M. 1c.
 Ambrose, J. T., Seaman.
 Andrews, A. L., S. C. 3c.
 Allerton, H. B., Seaman.
 Alberts, L. C., Seaman.
 Anderson, A., Oiler.
 Ashberry, T. C. P.
 Anderson, J. W., O. S.
 A'right, M., F. 2c.
 Albright, P., O. S.
 Armstrong, H., Mus. 1c.
 Allen, W., M. Att. 2c.
 Adams, W., BklsmtH.
 Amsbury, E. C., O. S.
 Aronson, J., Mus. 2c.
 Austin, E. L., O. S.
 Arnberg, A. L., O. S.
 Aronson, C., O. S.
 Brown, S. J., Swright.
 Buchanan, J., O. S.
 Brunelle, D., O. S.
 Bachellor, A. B., M. M. 1c.
 Bacon, C. E., Seaman.
 Burkhardt, W. W., Seaman.
 Brueler, J. C., F. 1c.
 Bristol, H. R., O. S.
 Broadnax, O. C., F. 1c.
 Brindley, A. G. T., Seaman.
 Berry, E., Seaman.
 Barron, H. H., O. S.
 Borneman, F. F., F. 2c.
 Bastian, E., Ch. Yeo.
 Bacchus, J., G. M. 1c.
 Baker, C. H., O. S.
 Burke, J. W., F. 1c.
 Bourke, E. L., M. M. 1c.
 Burton, I. W., W. R. C.
 Blumberg, E. G., Seaman.
 Burns, J. L., G. M. 3c.
 Benzinovitz, J., C. M. M.
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 Bell, L., F. 1c.
 Burwell, C. R., Oiler.
 Buchanan, J. B., F. 1c.
 Boresh, J. J., F. 1c.
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 Bodenhorn, W. G., F. 1c.
 Brooks, B., F. 1c.
 Baricman, W. E., Seaman.
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 Brown, W. S., F. 1c.
 Behan, J. A., E. 1c.
 Boberg, J. C., O. S.
 Bower, H. C., O. S.
 Barrack, G. F., Seaman.
 Burkhardt, G. G., O. S.
 Bramble, C., C. Q. M.
 Brooks, R. L., M. Att. 2c.
 Beaton, W., M. M. 2c.
 Brown, G. C., O. S.
 Blais, W., O. S.
 Rigler, G. W., O. S.
 Baker, R., O. S.
 Bunting, H. I., O. S.
 Butler, R. R., O. S.
 Bush, W. A., F. 1c.
 Buckley, T. F., C. P.
 Brown, L. S., F. 2c.
 Burke, W. A., C. P.
 Broad, W. A., C. P.
 Byrne, W. H., M. at A. 1c.
 Bromberger, F., B. M. 1c.
 Beardsley, R. J., O. S.
 Brown, I. O., O. S.
 Bennett, S., O. S.
 Barbee, B. F., O. S.
 Booth, R. F., O. S.
 Burnes, J. J., O. S.
 Barnum, R. W., O. S.
 Barnett, H. C., O. S.
 Barton, C., O. S.
 Bayley, J. J., O. S.
 Burnette, J. W., O. S.
 Brown, W., O. S.
 Bracey, E. A., O. S.
 Benson, H. A., C. P.
 Bates, J. B., F. 2c.
 Bain, F., C. P.
 Carroll, W., F. 1c.
 Czizek, E. H., F. 2c.
 Cowan, W. R., O. S.
 Cross, E. J., Seaman.
 Coons, W., F. 2c.
 Collins, D. J., O. S.
 Cunningham, J., F. 1c.
 Clark, J., F. 2c.
 Clancy, J., Seaman.
 Cook, G., O. S.
 Costin, J., C. B. M.
 Crytzer, H., Bmaker.
 Clark, J. G., F. 2c.
 Clark, R. F., F. 2c.
 Clark, M. A., E. 3c.
 Carpenter, E., F. 1c.
 Chamberlain, H. B., Seaman.
 Carey, W. H., F. 2c.
 Crampton, R. D., Mus. 2c.
 Carnell, S., M. M. 2c.
 Conyers, R. E., H. App. 1c.
 Conrad, B., O. S.
 Clark, H. J., Seaman.
 Coffey, L. H., Seaman.
 Coleman, F. C., S. C. 3c.
 Callan, W. J., O. S.
 Christian, H. O., O. S.
 Crichfield, E. V., Seaman.
 Colbert, C., M. Att. 3c.
 Carl, H. W., F. 2c.
 Cherry, L., F. 2c.
 Coppolino, F., C. P.
 Cardwell, O. A., O. S.
 Chapman, C. A., O. S.
 Chapman, E. F., Seaman.
 Campbell, J. J., E. 2c.
 Cunningham, H. J., Yeo. 1c.
 Craig, C. E., O. S.
 Cooper, A. J., O. S.
 Carrier, S. H., O. S.
 Carhart, J. H., S. C. 1c.
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 Davis, H. A., C. C. Stw.
 Dombroski, F. B., O. S.
 Dilloway, G. A., O. S.
 Midshipman P. H. McCrary.
 Midshipman B. R. Ware.
 Midshipman M. C. Shiley.
 Midshipman H. G. Shonerd.
 Surgeon C. M. DeValin.
 P. A. Surgeon B. H. Dorsey.
 Paymaster W. A. Merritt.
 1st Lieut. W. E. Smith, U. S. M. C.
 Boatswain C. Schonberg.
 Chief Gunner O. Fries.
 Gunner G. H. Platt.
 Chief Carpenter H. L. Demarest.
 Warrant Machinist H. L. Lutken.
 Warrant Machinist W. C. Gray.
 Warrant Machinist W. S. Falk.
 Pay Clerk A. Hesford.
 Deshong, E. H., W. O. Cook.
 Dodds, T., G. M. 3c.
 Dowdell, W. G., Q. M. 1c.
 Duvall, W., M. Att. 3c.
 Dean, W. R., G. M. 3c.
 De Witt, T. L., F. 2c.
 Dorsey, W. J., F. 1c.
 Duefrano, E., M. at A. 3c.
 Dunderow, C. E., Mus. 2c.
 Duddley, J. M., Cox.
 Davis, M., Seaman.
 Davis, J. E., Seaman.
 Donohue, W. B., G. M. 2c.
 Davis, E., O. S.
 Davis, E., Seaman.
 Dorman, A. M., O. S.
 Davis, J., W. Tndr.
 Dorr, J. K., O. S.
 Drumm, F., M. at A. 3c.
 Diggs, L., M. Att. 3c.
 DeVries, A., C. Q. M.
 Dearborn, W. R. L., E. 3c.
 Dolan, J. F., O. S.
 Doherty, E. F., O. S.
 Driscoll, T. R., F. 2c.
 Davidson, L. R., K. 3c.
 Drosch, J. W., Bugler.
 Domagalski, J., O. S.
 Doehne, H., F. 2c.
 Dicus, H., O. S.
 Dillely, E. L., F. 2c.
 Dawson, R. I., O. S.
 Donoskie, S., O. S.
 Dunchev, J. M., F. 2c.
 Dunn, W. H., C. P.
 Davis, S., O. S.
 Dangler, M. A., O. S.
 Deeks, T., O. S.
 Dudley, J. M., O. S.
 David, A. G., C. P.
 Evans, G., O. S.
 Eppes, D., M. Att.
 Engle, A. P., O. S.
 Earl, I., F. 2c.
 English, C. F., F. 1c.
 Esworthy, A. W., M. M. 1c.
 Erickson, A., S. C. 1c.
 Ehler, H. B., O. S.
 Eiben, M., C. P.
 Eischen, L., F. 2c.
 Ellis, T. G., F. 2c.
 Emold, C., Cox.
 Edmundson, C., F. 2c.
 Ehret, W. S., O. S.
 Easlick, C., O. S.
 Foley, J. B., G. M. 1c.
 Frutel, E., Seaman.
 Falls, W., F. 2c.
 Fessler, F., F. 1c.
 Feder, W. H., O. S.
 Franklin, W., F. 1c.
 Farber, S., O. S.
 Finn, P., Ch. W. Tndr.
 Freid, G., C. Q. M.
 Farquhar, W. J. T., Ch. Yeo.
 Franklin, B., Seaman.
 Fischer, C. H., Mus. 2c.
 Florence, T., F. 2c.

Fisher, T. G. M. 3c.
 Fry, W. C. O. S.
 Fischer, G., Seaman.
 Foster, J. J., W. Tndr.
 Frank, E. J., F. 1c.
 Fredline, J. M., Seaman.
 Fritz, F. X., B. S.
 Fritz, G. E., Bkr. 1c.
 Ford, R. M., F. 1c.
 Folce, P. D., O. S.
 Flanagan, G., F. 1c.
 Fox, J. H., O. S.
 Fleegee, W. 11., Oiler.
 Farrell, S. F., O. S.
 French, A., O. S.
 Fay, J. M., M. M. 2c.
 Feldman, L., C. P.
 Flavin, W., F. 2c.
 Frazier, W. C., F. 2c.
 Fowler, L. C., O. S.
 Flynn, J. H., B. S.
 Fish, J. A., O. S.
 Fahey, G., F. 1c.
 Frisby, C. E., C. S.
 Fryer, Q. C., Mus. 2c.
 Foster, C. L., O. S.
 Fruchtemeyer, H. H., O. S.
 Fontan, H. J., O. S.
 Foster, H. B., O. S.
 Fitzgerald, E., C. P.
 Ford, R. F., F. 2c.
 Geib, E. A., S. C. 4c.
 Gray, J. J., T. C. 1c.
 Garthwright, J. W., Bmaker.
 Gibson, A., F. 1c.
 Glendon, J., W. Tndr.
 Goetzinger, J. A., G. M. 3c.
 Garlock, J. G., G. M. 3c.
 Gallagher, M., M. at A. 1c.
 Gibson, F. A., Oiler.
 Gorham, P. J., F. 1c.
 Garfield, J., F. 1c.
 Greider, I. A., W. Tndr.
 Gaines, H., M. Att. 3c.
 Glynn, M., F. 1c.
 Gery, N. H., H. App.
 Geary, C., O. S.
 Green, C. J., O. S.
 Garrity, M. F., H. App. 1c.
 Groboski, S. M., M. M. 2c.
 Gerka, E. F., C. P.
 Gormer, R., C. P.
 Gatewood, S. H., O. S.
 Green, E. L., O. S.
 Gillespie, R., O. S.
 Graff, J. P., O. S.
 Good, J., S. M. M.
 Graham, F. M., C. M. 3c.
 Galloway, H. H., O. S.
 Glosson, C., O. S.
 Gilberg, W. T., H. Stw.
 Howland, M. J., Cox.
 Hanley, T., Seaman.
 Hyde, W. M., Bugler.
 Hertel, W. J., Seaman.
 Hogue, C. V., Seaman.
 Hovede, H. B., E. 1c.
 Hovelman, J. B., Cox.
 Hood, W. C. A., O. S.
 Hood, H. H., O. S.
 Herbst, C. A., Seaman.
 Harris, J., B. M. 1c.
 Holt, W. A., G. M. 3c.
 Hoppard, R. G., O. S.
 Harner, J. G., Cox.
 Hartz, W. A., Seaman.
 Huff, J. C., Seaman.
 Helland, J. B. J., C. M. M.
 Harrington, F., W. Tndr.
 Hunter, H. H., F. 1c.
 Hoffman, A., C. M. M.
 Hayes, E., Cox.
 Hammond, F., F. 2c.
 Hall, H., M. Att. 3c.
 Hockenberry, H. V., F. 3c.
 Hill, A. P., M. Att. 3c.
 Hardaway, F., M. Att. 3c.
 Heim, B. W., Oiler.
 Heavy, P. R., C. P.
 Hilderbrand, C., O. S.
 Hutchins, E. L., O. S.
 Haynes, E., Seaman.
 Hart, W. J., O. S.
 Hayes, D. J., O. S.
 Hertzinger, E. G., O. S.
 Henthorne, T. B., Seaman.
 Horton, S. L., F. 2c.
 Harms, W., F. 2c.
 Heijman, J. W. B. M. 1c.
 Hammc, E., O. S.
 Harvey, H. H., O. S.
 Hanley, J. P. M., O. S.
 Higgs, R. D., O. S.
 Hegemann, F. J., O. S.
 Hammell, J. E., O. S.
 Hauser, J. J., O. S.
 Hommes, C. P., O. S.
 Hilt, M., O. S.
 Hayes, J. E., Ptr.
 Huggins, W., Str. Cook.
 Huston, W. C., M. M. 2c.
 Hendrickson, M. L., E. 2c.
 Hardy, W. L., M. Att. 2c.
 Haff, T. J., Yeo. 3c.
 Houston, W. J., O. S.
 Hard, M. J., O. S.
 Herzberger, H. A., O. S.
 Hutton, P. B., O. S.
 Holmes, E. H., O. S.
 Hamilton, H., O. S.
 Hoyt, S. B., O. S.
 Howard, J., O. S.
 Hodge, J. R., C. P.
 Horton, H. L., C. P.
 Hatch, P. O., C. P.
 Ishii, K., Cab. Stw.
 Jordon, E. F., F. 1c.
 Johnson, J., M. Att. 2c.
 Johns, G., F. 2c.
 Jordan, C., F. 2c.
 Johnson, H. H., O. S.
 Jett, C. R., O. S.
 Johnson, F. L., O. S.
 Johnston, I. G. P., O. S.
 Johnson, H. N., O. S.
 Jones, S., O. S.
 Joseph, B., O. S.
 Johnson, O. H., O. S.
 Jed, J., O. S.
 Kraus, J. R., G. M. 3c.
 Kettering, L. R., Seaman.
 King, T. R., Seaman.
 Kirchner, L. A., Seaman.
 Konishi, Y., Cab. Cook.
 Konrad, W., Seaman.
 Kratz, F. M., F. 1c.
 Kreling, F. W., M. M. 1c.
 Kerrigan, P. J., G. M. 2c.
 Kyle, H. J., O. S.
 Kelleher, J. D., Seaman.
 Kreyc, A. A., Seaman.
 Kleppinger, A. C., O. S.
 Knaut, A. P., M. M. 1c.
 Killen, P. C., F. 1c.
 Kreinbring, G., F. 1c.
 Kelly, T. J., Seaman.
 Kugler, G., Oiler.
 Kallinich, G. W., M. M. 2c.
 Kleinstuber, O. F., P. and F.
 Kimmick, E. F., C. P.
 Kenney, J. D., C. P.
 Karr, C. H., O. S.
 Kaserosky, J., O. S.
 Kelley, G. T., Seaman.
 Kunze, H. C., C. P.
 Killan, L. T., Mus. 2c.
 Kinne, E., Mus. 1c.
 Kchler, C. R., O. S.
 Kern, E. F., O. S.
 Kilmer, G. L., O. S.
 Krull, J., O. S.
 Kerney, W., S. C. 2c.
 Kinnev, S. Z., O. S.
 Keel, R. B., O. S.
 Kropf, G. J., C. P.
 Kenney, R. E., O. S.
 Kenney, J. F., O. S.
 Kramer, F. W., Seaman.
 Kelley, P. W., F. 2c.
 Kenderdine, G. M., C. P.
 King, J. L., F. 2c.
 Kimensky, J., C. P.
 Kellv R., C. P.
 Kelker, H. J., C. P.
 Kuhn, R., F. 1c.
 Lamb, W., O. S.
 Lodge, C. L. R., Yeo. 2c.
 Libbon, F. A., Ch. El.
 Leach, J., Blksmith.
 Lowery, J. A., Oiler.
 Langram, D. C., Seaman.
 Langstaff, G. W., F. 2c.
 Lyons, R., F. 1c.
 Larson, O., G. M. 2c.
 Losee, E. B., O. S.
 Lehman, F. W., Seaman.
 Lynch, M., F. 1c.
 Lambert, E., W. Tndr.
 Leonard, F. C., F. 1c.
 Libby, F. M., E. 3c.
 Lundquist, J. A., O. S.
 Lesser, L., O. S.
 Linn, W. J., Seaman.
 Lafferty, G. L., Seaman.
 Lee, L. G., O. S.
 LaRue, Q., Mus. 2c.
 Landon, B. P., W. Tndr.
 Larson, H. M., Seaman.
 Lamb, F. J., M. M. 2c.
 Lynn, C., C. P.
 Lohmer, E., O. S.
 Lever, C. M., O. S.
 Lacey, E. J., Seaman.
 Lucore, A. W., C. P.
 Lessley, B., O. S.
 Lockwood, N. W., O. S.
 Lewis, B. M., F. 2c.
 Lawless, C., C. P.
 Logan, J. R., Seaman.
 Lein, C., F. 2c.
 Lighthall, M., C. P.
 Murdock, V. E., F. 1c.
 Meeder, H. V., F. 2c.
 Morgan, J. W., Seaman.
 Morgan, M. J., Seaman.
 Martin, F., Seaman.
 Moore, I. W., E. 1c.
 Mullins, T., Q. M. 1c.
 Murray, C. B., E. 1c.
 Murphy, W., O. S.
 Mazc, J. B., Seaman.
 Magennis, T., Seaman.
 Mohr, M., Seaman.
 Miller, L. E., Seaman.
 Markham, C. V., Seaman.
 Martin, W. G., B. 2c.
 Marquette, F. M., F. 2c.
 Miller, W., F. 2c.
 Miller, H. G., W. Tndr.
 Manegold, C. W., G. M. 2c.
 Moore, T. A., C. P.
 Murray, T. R., Seaman.
 Morrow, R. R., O. S.
 Mitten, H., O. S.
 Merrick, A. E., M. Att. 2c.
 Morris, J. E., M. Att. 3c.
 Maroney, W. T., F. 1c.
 Miller, W. G., C. P.
 Miller, J. B., C. P.
 May, L. P., C. P.
 Masters, C. C., O. S.
 Miles, R. A., O. S.
 Messner, J. B., Seaman.
 Martin, L. B., Seaman.
 Marwood, L. H., O. S.
 Manasewitz, P., O. S.
 Myers, E. F., O. S.
 Morgan, C. C., O. S.
 Morcy, R., F. 2c.
 Myrcs, J. A., F. 2c.
 Moore, M. J., F. 2c.

- Morlan, R., F. 2c.
 Myers, H. J., C. P.
 Marby, J., F. 2c.
 Martinson, E., P. 3c.
 Manor, R., F. 2c.
 Miller, J., F. 2c.
 Madison, C., O. S.
 Mullen, J. A. V., O. S.
 Mowers, B. L., F. 2c.
 Moore, H. A., C. P.
 Morris, E., C. P.
 Martin, H. L., O. S.
 Mettler, W., C. P.
 Mullin, W. J., O. S.
 Malina, H., O. S.
 Mullendore, J., O. S.
 Murray, E. G., C. P.
 Macken, P., O. S.
 Martin, F., Cox.
 Myers, J. P., C. M. 2c.
 McGonagle, J. F., F. 1c.
 McMillen, J. D., Seaman.
 McDonald, V., Oiler.
 McCormick, W. H., F. 1c.
 McGuire, J. F., F. 1c.
 McDonald, S. J., Seaman.
 McCaffery, J. J., B. M. 2c.
 McMillen, C., S. C. 3c.
 McCullough, W. J., F. 1c.
 McCulloh, J. J. B., Cox.
 McBride, H., O. S.
 McDowell, W. C., O. S.
 MacNichol, H. F., O. S.
 McMath, L. D., O. S.
 McEnroe, C. J., O. S.
 McGrady, M. W., C. P.
 Niles, R., Seaman.
 Nicholson, J. E., Cox.
 Nyhan, R., M. at A. 3c.
 Naugle, P. D., E. 1c.
 Nessler, L. B., F. 2c.
 Nash, W. A., F. 2c.
 Ostrow, F., O. S.
 O'Mara, M. J., Seaman.
 O'Shea, T. L., C. W. Tndr.
 O'Brien, J. J., Cox.
 Olsson, J., G. M. 1c.
 O'Dwyer, J. A., M. at A. 3c.
 O'Brien, J. R., C. P.
 Owen, W. F., F. 2c.
 Owens, J., O. S.
 Petersen, L., O. S.
 Pinkerton, W., Cox.
 Petersen, M., Ch. W. Tndr.
 Parker, J. F., M. Att. 2c.
 Purdue, E. H., O. S.
 Pearson, J. E., O. S.
 Pettiford, E., M. Att. 3c.
 Pepliniski, A. J., M. M. 1c.
 Priefer, T. J., F. 2c.
 Page, J. J., F. 2c.
 Price, A. F., F. 2c.
 Phaneuf, H., Seaman.
 Pfister, M., Q. M. 1c.
 Petersen, A. G., Seaman.
 Petersen, C. E., C. M. M.
 Porter, L. L., O. S.
 Parker, B. H., O. S.
 Parker, J. J., E. 3c.
 Parson, F. A., F. 2c.
 Porter, T. H., F. 2c.
 Plummer, G. M., C. P.
 Peterson, M. E., O. S.
 Palmer, R. M., P. 3c.
 Porter, C. P., E. 2c.
 Peters, E. H., O. S.
 Pray, T., O. S.
 Peariman, S., O. S.
 Polson, R. E., O. S.
 Parker, E. L., Yeo. 3c.
 Puppele, F. X., C. P.
 Pricer, W. E., Swright.
 Quigley, G. C., F. 2c.
 Reed, H., F. 2c.
 Rodewald, F., F. 1c.
 Rafferty, J., E. 3c.
 Ryan, J., W. Tndr.
 Rogers, F., W. Tndr.
 Rosenhagen, O. A., Ch. M. M.
 Rappeport, W., C. Y.
 Rice, J. C., F. 2c.
 Rahn, W. H. C., O. S.
 Ryckwald, J. G., O. S.
 Ratki, J. J., C. P.
 Rice, E. J., F. 2c.
 Reinlein, J., F. 2c.
 Reich, C. E., C. P.
 Reed, H. K., C. P.
 Rissel, W. G., F. 2c.
 Ross, J. W., O. S.
 Rimmell, S. D., C. P.
 Royers, A. J., S. C. 2c.
 Rubin, M., O. S.
 Roberts, E., O. S.
 Roberts, W. H., O. S.
 Richards, F. A., F. 2c.
 Rodkey, H. J., C. P.
 Robins, E. J., O. S.
 Sherrock, J. J., C. P.
 Schmitt, J. F., S. C. 2c.
 Sherlock, J., Oiler.
 Schaffer, L. M., F. 1c.
 Sjoblom, K. A., B. M. 2c.
 Stein, S., F. 2c.
 Siegmeyer, C. F., F. 1c.
 Sparrow, W. H., F. 1c.
 Swanke, M. P., O. S.
 Small, H. D., Yeo. 3c.
 Silvernail, W. T., F. 2c.
 Stewart, L., Mus. 2c.
 Shea, J. E., Seaman.
 Stearns, E. T., Seaman.
 Seger, H. L., Mus. 2c.
 Skinner, D. C., F. 2c.
 Socha, E., O. S.
 Spriggs, W., F. 1c.
 Sterzer, J. A., E. 2c.
 Scarlat, J., F. 2c.
 Smith, N., M. Att. 3c.
 Smith, W. B., Seaman.
 Stengel, J. J., Seaman.
 Stevenson, F., Cox.
 Saffran, F. J., F. 2c.
 schaub, A. H., Q. M. 2c.
 Suman, M., Blksmith.
 Standish, W. G., W. Tndr.
 Shoff, C. N., E. 1c.
 Stevens, E. L., C. P.
 Sears, J. R., O. S.
 Swan, R. S., O. S.
 Stephenson, L. R., S. F. 2c.
 Snyder, C. M. at A. 3c.
 Shottroff, J., B. M. 1c.
 Snell, D., O. S.
 Stanley, C. C., Seaman.
 Szarleta, J., O. S.
 Staab, P. M., Seaman.
 Schultz, H., O. S.
 Scalea, G., B. Master.
 Sweeney, J. C., E. 2c.
 Schuster, C., Mus. 2c.
 Spencer, W. J., O. S.
 Scanlon, A. F., F. 2c.
 Stauffer, W., C. P.
 Shane, E., F. 2c.
 Schaub, J., O. S.
 Saddler, W. C., O. S.
 Stitt, L. M., O. S.
 Slater, R., O. S.
 Sherrick, M. J., O. S.
 Schmidt, B. C., Seaman.
 Schieberl, J., O. S.
 Snyder, A. H., O. S.
 Shea, C. D., C. P.
 Slayton, E., C. P.
 Schuder, S., C. P.
 Schwab, H., C. P.
 Smith, J. A., C. P.
 Stegmeyer, J. G., F. 2c.
 Stone, P. J., Ch. T. C.
 Sawicki, J., B. M. 2c.
 Short, N., O. S.
 Savage, J., O. S.
 Smith, J. F., O. S.
 Sofield, A., O. S.
 Stevens, A. W., O. S.
 Schmid, W., C. P.
 Sherwood, A., C. P.
 Smith, W., C. P.
 Scharlock, H., C. P.
 Seaman, W. A., C. P.
 Stanyard, J. C., O. S.
 Shibata, H., W. R. Stw.
 Sanborn, G. P., Yeo. 2c.
 Tomcavage, W., F. 2c.
 Thompson, J. K., Ch. G. M.
 Templin, M., Seaman.
 Todd, R. F., Cox.
 Taylor, J. E., F. 1c.
 Tasso, G., Oiler.
 Thorne, D. J., Scaman.
 Thomas, W., Ch. G. M.
 Taylor, G. O., Cox.
 Thibodaux, M. E., Q. M. 3c.
 Thompson, C., Seaman.
 Tingler, H. H., Seaman.
 Thomas, H., Seaman.
 Tuerck, E. F., Seaman.
 Turnquist, W. A., Seaman.
 Tanner, C. A., Seaman.
 Timmons, W. E., F. 2c.
 Tepley, J. F., Seaman.
 Thompson, H., F. 2c.
 Thomas, J. F., O. S.
 Turner, W., O. S.
 Thatcher, C. J., S. C. 4c.
 Thorburn, J., O. S.
 Tyrell, J. J., B. M. 2c.
 Treinor, J., Ch. M. at A.
 Todd, E. L., E. 2c.
 Trissel, R. F., Ch. M. M.
 Tassie, H., O. S.
 Tennai, D. J., O. S.
 Totten, J., C. P.
 Thomas, J. A., F. 2c.
 Trapp, W. J., C. P.
 Utzig, E. D., E. 3c.
 Upchurch, J. B., O. S.
 Vierthaler, R. J., M. M. 1c.
 VonOhlin, R. G., Seaman.
 Volz, C. B., Seaman.
 Veeske, P., Seaman.
 Varily, J., Ch. W. Tndr.
 Veltrup, J. O., F. 2c.
 Van Mason, E., Seaman.
 Varden, J. A., O. S.
 Volpe, V. J., O. S.
 Vyskocil, J., C. P.
 Washifski, A., G. M. 3c.
 Wesling, A. P. and F.
 Wilhelm, J., F. 2c.
 Woods, J. A., H. App. 1c.
 Wheeler, G. H., S. F. 1c.
 Wood, G. A., S. F. Ec.
 Wiesburger, S., O. S.
 Watkins, F., F. 1c.
 White, L. B., O. S.
 Williams, F. C., Seaman.
 Witt, F. F., G. M. 3c.
 White, T. M., Seaman.
 Waters, H. B., M. Att. 3c.
 Williams, O., E. 3c.
 Wright, C. W., Yeo. 3c.
 Whitmus, H. F., W. Tndr.
 Woodring, J. G., C. P.
 Whelan, R., O. S.
 Williams, R. A., P. 1c.
 Wall, A. J., C. P.
 Waterman, H. E., M. M. 2c.
 Wiggs, C. E., C. M. 1c.
 Whitesell, W. P., O. S.
 Wilson, W. J., O. S.
 Williams, H. G., O. S.
 Warm, P. M., O. S.
 White, P. L., E. 2c.
 Watson, E. J., S. C. 3c.
 Willis, F. S., B. M. 2c.
 Wilson, J. W., M. Att. 3c.
 Weber, F. W., O. S.
 Wood, R. C., Yeo. 3c.
 Weller, W. J., Seaman.

Warnock, H. H., O. S.
 Wheeler, F. M., O. S.
 Whittaker, L., C. P.
 Welker, R. R. R., F. 2c.
 Wuest, P., O. S.
 Weirick, J., O. S.
 Whalen, W. F., O. S.
 Walker, D. J., O. S.
 Williams, R., B. M. 2c.
 Warrell, D. A., E. 2c.
 Wilk, R., C. P.
 Williams, H. J., Str. Stw.
 Wachoski, M., C. P.
 Walters, H. D., Mus. 2c.
 White, A. W., O. S.
 Wlech, S., C. P.
 Wood, W. A., C. P.
 Widmer, H. E., O. S.
 Watt, G. W., O. S.
 Zwiernikowski, A., O. S.
 Zelle, W. H., C. P.

Marine Guard.

Amos, H., Corpl.
 Bednawski, W., Private.
 Bowers, C. F., Private.
 Burdette, R. H., Private.
 Burch, J. E., Private.
 Cammack, R. F., Private.

Carlson, E. L., Private.
 Carnes, A., Private.
 Carter, R. G., Corpl.
 Cotton, A. F., Private.
 Cupp, W. F., Private.
 Cuthbert, W. L., Private.
 Daniel, J. B., Private.
 Davis, I. D. T., Private.
 DeWolf, L. L., Private.
 Fair, C. H., Private.
 Foote, A. J., Private.
 Fox, J. J., Private.
 Frasier, J. A., Private.
 Glenn, L. J., Private.
 Greager, G., Private.
 Griffith, W. E., Private.
 Harris, A., Private.
 Henry, E., Private.
 Hines, E., Private.
 Hunt, C. E., Private.
 Keagle, W. F., Private.
 Kelly, T. J., Private.
 Keepers, C. A., Private.
 McDonald, J. E., Private.
 McFarland, E. J., Private.
 McKeevers, R. J., Private.
 Cook, T. O., Private.
 Mulhus, B. W., Private.

Murdock, D. F., Private.
 Nicholson, J. L., Private.
 Mortimer, H. H., Corpl.
 Nunnery, W. T., Private.
 Rapp, E. A. O., Private.
 Samuelson, I. E., Private.
 Scantlin, S. M., Private.
 Shordy, E. E., 1st Sergt.
 Sibold, E., Private.
 Skidmore, H. W., Private.
 Sullivan, E., Private.
 Sutphin, G. E., Private.
 Sweeney, D., Sergt.
 Tennent, G. G., Private.
 Thompson, C. G., Private.
 Thompson, R. S., Private.
 Thorpe, E. A., Private.
 Thompson, W. F., Private.
 Tulin, A., Private.
 Verner, F. E., Sergt.
 White, C., Private.
 White, J. L., Private.
 Wilson, A., Sergt.
 Woodall, J. M., Private.
 Woody, L., Private.
 Zirwes, C., Private.
 Fischer, C. H., Corpl.

CHAPTER XV

BACK AGAIN TO GOD'S COUNTRY.



AT four o'clock on the afternoon of April 11, 1908, there swept a great wave of rejoicing over the fleet as the ships, all clean, white and ready, heard the word passed, "All hands up anchor!" That meant that the next stopping place would be in a port at home.

Rear Admiral Evans fought against the rheumatism which was every day bringing him closer to his bed. His iron will, however, was exerted against the inevitable, and he was compelled, while the fleet was in Magdalena Bay, to surrender to his condition and leave the scenes where his soul had been for so many years. He obeyed the orders of the surgeon, which took him away from the fleet to California.

Rear Admiral C. M. Thomas, the senior officer present, then temporarily assumed command of the big fleet; and his flag flew from the main of the Connecticut when the fleet sailed from Magdalena. No whistling of tugs, no playing of bands, no flying of bunting and no firing of guns marked the departure of the ships from their field of target practice. Dungarees were scrubbed and nicely folded away. They were to be things of the past, for a while at least, and in their place the best in the wardrobes was brought to the surface.

The coast of Lower California kept persistently in view as though reluctant to surrender its memories to the men of the great ships who had for the last month enjoyed the hospitality of the rocks and sand at Magdalena.



FLEET LEAVING MAGDALENA BAY.

From the moment that the fleet left Magdalena there was a constant disturbance of the "static" between the aerials of the Point Loma wireless station and the ships. Those were not messages of great official importance that were flashed in those three days between the ships and the shore; they were not messages of the press for ears of the great outside; they were just heart-to-heart greetings exchanged between individuals who in that fleet were coming home and those loving ones who were there awaiting them. To the operators sending the message they all appeared very much alike and possibly a little monotonous; but the meaning they conveyed to the happy ones receiving them was that which only those who are counting the hours when they will see their loved ones can know.

It was early in the morning of the 14th of April that one of the lookouts sang down from the top: "God's country, sir."

"Where away?" came from the officer of the deck.

"One point off the starboard bow, sir," replied the lookout.

The course of the fleet was changed.

This was the first of the homeland sighted since the fleet left Hampton Roads one hundred and nineteen days before, and it is not necessary to say that it was a welcome sight to those who had been away for so long.

Several hours before the fleet arrived at San Diego it was met by the advance guard of a flotilla of a hundred or more small boats extending in a string as far toward Point Loma as the eye could reach. As soon as the big ships were sighted the smaller boats put about in order to arrive at the anchorage with the fleet.

The great Hotel del Coronado stood regally above the white sand of the beautiful beach, extending a stiff welcome to the fleet. Majestically waving from the most prominent staff on the premises floated the emblem of imperialism, a great golden crown in a field of blue, while humbled beside it fluttered a little banner of the free, the Stars and Stripes. Such a condition appeals to some Americans who since the advance in the price of hogs have disguised their family trees by shifting the accent on ancestral names. Such there are who prefer to take a chance in ordering from a French menu at Del Coronado to retaining their old ways when, a few years ago, corned beef and cabbage would have been the banquet spread. There are many to whom the great golden crown appeared the proper thing, but to the men on those sixteen battleships it did not appeal as a welcome home.

The beach was lined with thousands of people who had gathered to greet the fleet while the small boats that crowded around the ships were loaded to the guards. Among them were the wives, mothers, sweethearts, sisters and friends of the men of the fleet and theirs was a welcome that was a welcome indeed.

With that uniformity learned by repeated occurrences the sixteen anchors dropped into the sea at the same moment as the fleet came to a stop off Coronado.

After the fleet had come to anchor Governor James N. Gillett of California boarded the Connecticut and extended the welcome of the people of the Golden State to the officers and men of the fleet.

It was a long tow for the liberty parties from the anchorage to the landing at the Spreckles Brothers' Dock inside the Bay of San Diego; but such things are mere trifles in the navy. The next morning after the arrival sixteen battalions of blue-jackets were marching in the parade. There were five thousand of them—men fresh from a cruise of more than 13,000 miles—making the ceremonies of official welcome to the state of California. Sixty-four companies of men-of-warsmen in uniform, with

trousers reefed down in canvas leggings, and sixteen companies of marines, soldierly and straight, formed this notable land display. The landing party, equipped as infantry, armed with Krags, in light marching order and with canteens filled, equaled an army corps. The procession the men of the navy formed was more than two miles long. They marched from the water front to the city park over three miles of streets canopied with decorations which combined the red, white and blue of the nation and the gold and white of the state. San Diego took a holiday to see the martial pageant, and the sidewalks paralleling the asphalted roadways were crowded with a typically holiday throng.

Their enthusiasm was explosive, the appearance of the bluejackets and marines calling forth long sustained cheers. At the city park the sailors passed in review before Rear Admirals Thomas, Sperry and Emory, and Governor Gillett and his staff. A crowd of many thousands of people surrounded the grandstands. Three thousand school children, waving flags and banners, were massed directly in front of the reviewing stand, and their songs and cheers were a pretty feature of the day's celebration.

Governor Gillett, in a brief speech, supplemented his words of welcome, spoken the day before on the quarterdeck of the flagship Connecticut, and Rear Admiral Charles M. Thomas made formal response in behalf of the fleet. Admiral Thomas said:

"It is with extreme pleasure that I, on behalf of the commander-in-chief, who, most unfortunately, is not able to be with us on this interesting occasion, and, on behalf of my brother officers of the fleet, return to you, sir, as the chief magistrate of this imperial state of California, our most profound thanks for the cordial and loving welcome that you have given to the magnificent fleet that we have the honor and pride to represent.

"In the midst of these welcoming ceremonies, there is one sincere source of regret to us of the fleet, and, I am sure that I may add, to all within the reach of my voice; that is, the enforced absence of our able and respected commander-in-chief, together with the reason therefor.

"Wherever this fleet appears without its chief, it is very much like presenting the play of 'Hamlet' with the character of Hamlet omitted.

"San Diego is our first home port after leaving Hampton Roads on December 16th last, and your loyal welcome has indeed touched our hearts deeply, yes, very deeply, and we return to you our most grateful thanks and appreciation."

After the parade a silver casket was presented by the people of San Diego to Rear Admiral Evans through Rear Admiral Thomas. In the casket there was a golden, jeweled key of the city, a symbol to the fleet granting them the freedom of the city.

Every point of entertainment for the officers and men was carefully attended to in detail by the people of that little city, and the four days came quickly to a close when the fleet was again to move further on its voyage.

It was six o'clock in the morning when the anchors were up; and in spite of the earliness of the hour, the beach was lined with people who had been gathering since the first light of day began to show. Slowly the fleet steamed into column; and gradually the column gained speed as it headed north.

Steaming always within sight of the surf-beaten coast, the fleet was continually in the eyes of people on the shore, who had congregated from many points inland

to view the unprecedented sight of a fleet of battleships at sea. Every cape, every promontory and every point of vantage was crowded with eager, enthusiastic and patriotic throngs, whose cheers as the fleet passed almost reached the ears of the men on the ships above the roar of the dashing breakers. The crowds on the shore grew in numbers as each mile was logged off; and early in the afternoon it became evident from the appearance of the shore that a city was being approached.

More than a hundred thousand residents of Los Angeles, went to the ocean side to welcome the fleet, which steamed into San Pedro harbor, twenty-two miles from the Angel City, in the full radiance of a midsummer sun, and dropped anchor at half-past three on the afternoon of April 18th.

The Connecticut, Kansas, Vermont and Louisiana took up berths within the sheltered portion of the harbor, where they were to have remained the full seven days of the fleet's visit, while the other twelve ships of the second, third and fourth divisions reached out into the open sea in a line nearly two miles long.

The arrival of the fleet was accompanied by all the flashing colors and embellishments that had made its presence in every home and foreign port in the previous four months a marine picture unrivaled in imposing beauty. The thousands of people who made the occasion of the arrival a holiday and who lined the seawalls, breakwater, bluffs and beaches surrounding the bay, fairly went wild in their enthusiasm, as the fleet steamed into its assigned position. They had watched the ships grow from a miniature squadron, smoke-enshrouded in the distance, to the full-grown glory of the near view offered in the confines of the harbor, with increasing excitement, and when the anchors dropped with a white splash into the rippling blue waters whistles blew in a perfect pandemonium of greeting, while cheers grew in volume until they could be heard on the last ship of the column.

Mayor A. C. Harper, accompanied by Lieutenant-General Adna R. Chaffee and other members of the Los Angeles reception committee, went by special steamer several miles down the coast to greet the incoming fleet, but did not board the flagship Connecticut until the signal, "Prepare to anchor," had dropped from the signal yard. Admiral Thomas received the visitors and thanked them in his characteristically gracious manner for the cordial greeting extended.

Never in the history of San Pedro had it witnessed a more magnificent spectacle than that which on the night of April 18th, 1908, transformed its cloudless canopy into a grand phantasmagoria of searchlights and checkered coruscations, comprising the myriad of shafts of dazzling light which made of the sky an ever-moving though colorless kaleidoscope of lights and shadows, and of the sea a seemingly infinite pantomime of diaphanous forms and phantoms.

It was three o'clock when the great Atlantic armada dropped its sixteen anchors in San Pedro Bay—the ocean for miles dotted with every conceivable size and shape of craft, ranging from the finest yachts of the South Coast Club to the humble "tubs" of the many foreign fishermen who have made San Pedro famous by their romantic colony.

Everywhere, like gulls among the waves, the hundreds of sailboats swarmed amid the long line of battleships, and, like flies, the drove of smaller craft, including row-boats and gasoline launches, darted here and there among the white-hulled vessels of the mighty fleet as if nervously yearning out to touch their sides.

It was a sight never to be forgotten by the hundreds of thousands of human

beings who lined the great strand from Point Firmin to Newport Beach, or who in that scurrying army of local craft moved with patriotic cheers or speechless silence among the vessels, according to it a welcome such as perhaps no similar body of warships has ever before received at any time or any port.

All down the beach the vast throngs of humanity crowded to the water's edge or swarmed in countless numbers to every knoll or promontory, cheering until the welkin resounded for miles with the echoes of their echo. And if there was any one thing that brought forth the mighty chorus of cheers more lustily than did the arrival and anchorage of that armada it was the ineffable beauty of the nocturnal illumination—the bewildering grandeur and startling significance of that spectacular electric display which the sixteen vessels gave in return for the welcome extended by the people of that vicinity.

It was a display representing to the fullest extent and in the highest form the marvelous mentality and genius of all the great prodigies of the past and present—a display embodying in its incomprehensible splendor the grandest dreams of Newton, Franklin, Edison, Marconi and the famous marvel workers of the ages—giving their hope fulfilled, their visions materialized, their labors crowned by what would seem an inimitable perfection.

It was a long wait for the night to come, but the crowds instead of lessening continued to increase, until it seemed that every one within a radius of a hundred miles was present to see the nocturnal pelagic pageant.

No one was impatient, for the multitudes of pedestrians and automobilists which dotted the shore a thousand deep from the heights of Point Firmin to the sand-swept shores of Balboa, and even farther southward, as well as all the countless and more fortunate occupants of the various sea craft, seemed utterly unconscious of the time and contented themselves with gazing and cheering at the five-mile line of battleships.

But at eight o'clock, when simultaneously the sixteen beautiful vessels formed a silhouette of fire against the blackness of the sky, and the restless searchlights scanned the sea and firmament, revealing the crowded shore line, and seeming to shed their effulgence almost upon the snow-capped peaks of Sierra Madre, there arose from the enraptured multitude such a thundering cheer of admiration and patriotic eclat as California never in the past has heard, and possibly may never again be privileged to hear.

Every lineament, every curve and angle of turret, funnel, mast, cabin, hull, prow and stern stood vividly outlined against the darkness—the incandescent demarcation of the contour of each ship giving it all the appearance of an incredible optical illusion.

Five miles long, beginning with the resplendent flagship Connecticut, off Dead Man's Island, in the San Pedro breakwater, and extending to the scintillating battleship Kentucky, anchored almost opposite the Long Beach pier, but a mile distant, the great armada loomed up against the ebon horizon like a fleet of fire; and then, suddenly, their powerful searchlights burst forth with penetrating splendor, searching the heavens till the sky was as a crazy quilt of light and shadow patches—an ever shifting constellation of radiance stretching from the farthest mountains of the mainland to the cerulean peaks of Catalina Island.

Through the white steam fogs and smoke clouds of the myriad steamers the unnumbered shafts of light were pierced until even through the thickest mists their

light dazzled the spectators and defied the obstructions, concentrating the radiance of their rays on great American ensigns at the fore and main of each ship, the powerful beams of light proudly pointed to the folds of red, white and blue as though they were saying, "This is your flag and mine; this is the emblem which holds us in the unity which gives us strength."

As far as those electric Argus eyes could reach they saw but a great mass of people. Boys were improvising rafts of railroad ties, fastened together with baling wire, and with a broom or pole were trying to work their way among the thousands of small boats to the battleships.

It was as if those powerful lights possessed a magnetic fascination, drawing even women and children to risk death in the waves—just as the same rays draw the startled birds from the blackness of the night to dash themselves frantically against the great searchlights.

Thousands were sitting on the almost perpendicular bluff of North San Pedro, their legs hanging over the edge, even though danger signs were everywhere posted, and thousands stood back in fear that the high embankment would cave in under its weight of humanity and hurl perhaps hundreds to their death on the beach below.

But that night there was little thought of land troubles. That mighty array of scintillating battleships seemed as a guarantee of peace, insuring protection from every possible foe, seen or invisible.

Only those whose view of the spectacle was almost shut off by the thousands along the precipice and water's edge had any thought of the others. Landslides or cave-ins were furthest from the minds of the multitude. The navy, the sea, the pelagic panorama—these were the things on which the great, throbbing soul of humanity was concentrated; and even after the searchlights were darkened and "only" the gorgeous fiery contour of the ships was visible, the majority of the people remained, speechless for most of the time, gazing admiringly at the long line of illuminated vessels.

Not till eleven o'clock, when the thousands of electric lights were dimmed, did the last of the sightseers retire to their lodgings in San Pedro to visit the ships early the next morning, or to return to Los Angeles and vicinity, impelled to come back to them again.

The First Division, including the Connecticut, Kansas, Vermont, and Louisiana, remained at San Pedro; the Second Division—the Georgia, New Jersey, Rhode Island, and Virginia—was dispatched to anchorage at Long Beach; the Third Division—the Maine, Ohio, Missouri, and Minnesota—retired to anchorage at Santa Monica, and the Fourth Division—Alabama, Illinois, Kearsarge, and Kentucky—anchored at Redondo.

So far as liberty was concerned, Admiral Thomas "whitewashed the books" during the stay of the fleet off the seaside beaches of Los Angeles; and one-fourth of each ship's company "hit the beach" to participate in a carnival which will ever leave the pleasantest memories of Los Angeles in the minds of the several thousands of men who in the years to come will be scattered in every part of the world. From these the praise of the people of that Southern California city will ever be heard.

Easter Sunday came while the fleet was in Los Angeles, and piety and patriotism joined hands at the cathedrals and churches, while rank and grade seemed to be cast to the four winds as, side by side, admirals, midshipmen and seamen worshiped



LEAVING EASTER SERVICE.

Almighty God on this the celebration of the resurrection of our Lord. They returned their thanks to the God who had safely piloted them through the many dangers of the long voyage and had reunited them with the loved ones they had left behind when the great fleet weighed anchor on the memorable day at the commencement of the wonderful cruise.

The liberty parties were landed at various points, and once on shore they found themselves caught in the great tide that carried them free of charge through the beautiful suburbs of the beautiful city. They did not find "special prices for the fleet," for the people of Los Angeles had elected that there would be no prices at all for their sailor guests while they were enjoying the hospitality of their city. "One continuous round of pleasure" was never more thoroughly made real than in the "time" given to the sailors by the people of Los Angeles, who effectually realized their promises of giving the sailors the time of their lives.

That all roads lead to Rome was a bit altered in this case in that all roads from the beaches led to Los Angeles, so toward that center of attraction the liberty parties concentrated. There was no friction to retard the progress of the sailors, for upon presenting their fares to the conductors, for the first time in the cruise of many moons, did they find that "their money was no good."

The American man-of-warsman is not in the habit of looking for something for nothing; and nowhere can there be found a more independent person than he. The experience of getting things free is one so rare in the category of his experience that he was completely swept from his feet when he arrived at Los Angeles.

If you ever went to a circus and tried to see everything that was going on in the ring at once, you will remember how ignominiously you failed. It was just such a condition that confronted the men of the fleet when they went ashore in Los Angeles. There was so much doing all the time that it was physically impossible to see it all at once. Very carefully arranged, however, was the work of the committees, so that the various events arranged for the edification of their guests followed in a sequence that allowed the opportunity of going from one to the other without confusion; and by "making the rounds" the men were allowed to see some of everything. The program of one day was the same the next, so that all of the men of the big fleet participated in the pleasures given them by the hospitable people of Los Angeles.

Most of the men made at once for the pleasure grounds at Chutes Park, where an amateur boxing carnival, managed and refereed by Champion James J. Jeffries himself, was the first attraction of the day. Boxing is a favorite sport among the sailors, and their enjoyment of the Jeffries carnival was unrestrained. The enthusiasm reached its height when the champion^otips of the fleet were decided.

"Their money was no good" at the Chutes Park, which bears the same relation

to Los Angeles that Coney Island does to New York. There the men enjoyed the sports and fun that the place afforded without the preliminary ceremony of paying for it.

Los Angeles did not request a parade from the fleet; but there was a parade, nevertheless,—one every day with brass bands and drum majors, a parade in which three thousand bluejackets and marines marched every day from the Chutes to the Agricultural Park. It followed the entertainment of the morning and came just before the big lunch that was spread in the park.

Fancy the preparation necessary for the seating of three thousand men at one time with perfect table service before a great spread of the finest things in the land to eat, cooked, too, and thoroughly and daintily cooked at that. Such was the great barbecue prepared for the visiting sailors by the people of Los Angeles. The *chef de cuisine* was none other than the famous Pedro Rivera, whose fame is known from Monterey to Mexico. A veteran he is, a master of the art of preparing a barbecue. His profession was learned in the early days when the barbecue was to the Dons what the grand ball is today to our Four Hundred.

Five thousand pounds of beef, the choicest stall-fed yearlings that the country



THREE THOUSAND BLUEJACKETS AND MARINES SEATED AT THE GREAT BARBECUE.

could produce, were prepared daily by this master of barbecues, on the great spits. No barbecue would be complete without the accompaniment of *chili con carne*; and to this detail Pedro carefully attended in the preparation of sixteen hundred pounds of that palatable savory dish so honored by the old grandees. Spanish was the order of things in the department under the charge of the veteran *cuisinero*, and his menu was not complete until he had added to it five hundred pounds of Spanish beans.

Other details of the preparation of the great meal were left to the tender care of the ladies, who looked more to the delicate side of things. They believed that more than Pedro's *carne* and beans should grace the tables. They were not tables on the rough boards of which the meal was spread; but they were covered with the cleanest of spotless white cloth, fifteen hundred yards of which were used.

The dainty touch of the ladies could plainly be seen in the arrangement of the tables. Pyramids of fine, fresh rolls marked a line down the center; there were five thousand of them, fresh from the ovens, and at each plate there were two great Wash-

ington navel oranges. Three hundred pounds of butter were provided for each meal, and the aroma rose from five hundred gallons of coffee steaming in the huge coppers. The tables appeared like beautiful beds of flowers, as great bouquets of roses graced the center at intervals of three feet. Five thousand pieces of crockery were required to set the tables. Knives, forks, and spoons enough to stock a big store were required for the service. A coffee mug at each place completed the setting of the tables.

It was not a case of "stand up and snatch," for seats were provided for each of the thirty-five hundred men that came at noon each day during the stay of the fleet.

When the men were seated they hardly knew when they were expected, according to the etiquette of the occasion, to begin eating; but that question was solved when a large American flag was hoisted on a pole erected in the midst of the tables. The hoisting of the flag was the saying of "grace," and that was done by one of the fairest daughters of the angel city. The navy man has the hearty, whole-souled way of expressing his appreciation of things; and when the flag was hoisted all the pent up enthusiasm, all the confined feeling of happiness and pleasure, was made manifest in a ringing three cheers for everybody and everything in Los Angeles in general, and for the ladies and the barbecue in particular. It was a rousing cheer, a unison of noise that only thirty-five hundred bluejackets could make, and in it was embodied the expression of thankfulness and joy. There was not the necessity of trying to express thanks and appreciation in some foreign language as they had attempted to do in the several ports of call on the voyage, but they were back home and glad of it, too, and their expression was the good old American one. It was not necessary for the men even to help themselves, for the ladies of Los Angeles attended to that, and they themselves kept the plates filled with all the good things that were there. It was a veritable feeding of the multitudes; there was plenty, and abundance left after the keenest appetites had been satisfied. Those of the ladies who were not actually the mothers and sisters of the sailors made believe that they were and so far as providing for their wants at the tables went they filled the part most admirably.

And this was the far West, the wild and untamed West, that they had heard so much about, the California they had read of in novels, the California they had seen depicted on the stage in "famous Western plays." There did not seem to be much of anything wild in that scene.

The committee for the reception of the men had, however, elected that the men should be given an opportunity to see something of the forgotten past of the frontier country which now bloomed in the glory and quiet of peaceful and happy civilization. A Wild West Show was the next thing on the program of entertainment to follow the barbecue.

At the park elaborate preparations had been made for the production of the great show.

If one had ever been in Deming, or Tombstone, or Dos Cabasos years ago, or at Rhyolite, Rawhide, or Beatty in his infancy, he would have seen again what had been there displayed in the scenery fronting the grandstand. There was Peat's saloon and dance hall; there was the adobe jail; there was Sing Lee's laundry; the chink of poker chips, the drone of the roulette wheel came singing across the stretch, whenever the six-shooters stopped playing their leaden arias.

Then came the grand entree, cowboys with the ends of their red kerchiefs flying and spurs jingling, khaki-clad girls, wearing sombreros, madly tearing down the track on

their bronchos, the stage driver swirling his whip over the backs of his four horses as he sat on the box of the stage, six-shooters popping merrily, the "yips" of the cow-punchers and the shrill responses from the girls. It was a mad race of daring joy past the thousands of men looking on, and it stirred their blood to the yelling point. A cow pony at full tilt with a dusty man yelling from its back, and as much at home on his bucking deck as they would be on their ships, excited the keenest admiration. It was the biggest sort of a show, one that in its novelty and reckless courage struck a responsive sympathetic note in human love of venture and everyone sounded it.

What was in pure, gay deviltry the star act of the day was the bucking horse ridden by a most expert broncho buster.

This was a really, truly "wild" horse—just from the range, one that had never been before within smelling distance of a man. He saw that he was in for a fight



THE ANIMAL SUBMITTED TO THE ROPE.

and was eager for it. As he was led out the creature's eyes fired with anger and his hoofs struck out viciously.

Arizona Charlie lassoed the horse and threw him. He had to yield to the rope, and down he went snorting and defiant. Vaqueros held him while a bridle was slipped on and the bit forced through his jaws. There was a fresh battle when the saddle was clinched, and then the rider made a leap for his seat, landed all right, and there was a picture of the rule of man over the brute such as no dominator of lions ever gave.

The vaquero was a picture of the joy of daring, one of the type of men who would like to play pitch and toss with a stick of capped dynamite just for the fun of it.

The horse took its rider six feet up in the air at his first leap, and came down with his hoofs bunched together, his nose buried in the dust and his rump curled under. The rider flung both hands in the air as a salute to the crowd, presenting a picture of daring portraying that famous smile of the President before the attack at San Juan. The horse's whole body pictured the rage, the viciousness of a brute, but the rider had the insouciance of a man having a pleasant time jesting with Death.

Up and back again in front of the stand bucked that horse, sideways, every way, the vaquero never losing that charming smile and with no apparent exertion maintaining his seat.

At last the horse despaired of shaking off his burden, and deliberately threw himself and rolled. A cry of terror came from the crowd as the rider's face, still wearing the smile, disappeared under the panting flanks. Several of the vaqueros ran to give aid. But this rider was not of the kind who takes or wants help. He was a masterful man. When the horse got up, it was the rider who made him, and during the entire struggle on the ground the legs of the man never lost their grip of the saddle.

There were some men there who had been at the taking of Manila, or the Battle of Santiago, or who aided in bombarding the Taku Forts; there were certainly thousands who would like to have been, and who knew a fight when they saw it. That contest between this man and his broncho was in its way just as much of a battle as ever was any struggle on shore or sea, and the result was just as inevitable as any must be where brain is pitted against muscle.

The shock of black hair of the man was tossed wildly with the lurches and bounds of the animal, his face glowed with his sense of power and mastery, and finally, when all the fire of fight had faded from the creature's eyes, and the lust of combat gave way to the sense of surrender, the vaquero led his conquered foe away and patted his neck. He never "pulled leather" a second. He was tamed, and the kindness administered to the brute upon its surrender taught it the lesson that kept it docile.

It may interest the fight fans who think they see a struggle when two men punch each other's heads according to rule, and the seconds of a watch, to know that if they can get such a man in a ring with a broncho, they will see something more worth while than even Mr. Jeffries can produce in the way of excitement.

Another broncho was "busted," but he had a quick sense of discretion and gave up the fight before it began.

Sing Lee happened to show outside of his laundry, and for a change one of the cowboys lassoed him, and the drama became good comedy, which was given a touch of romance as four good-looking girls crossed the track in the interval before the next stunt. Sailors have a quick eye for a pretty girl with a springy walk, and they at once rose to the occasion and to their feet and cheered those girls, beating the band to a whisper.

But the young women knew what to do and they did it. They waved their handkerchiefs and their hands, and one seemed to wave a few kisses as well. At any rate they made the men evidently satisfied with themselves, and it all formed a pretty picture.

Ring-spearing followed. It seemed as though they all must have had accident insurance policies put safely away, for they rode like mad. It was too exciting to bother about scores, though it was announced later that some one had won with five rings, some one else having speared four, another four, and the last man three.

Rifle shooting at glass balls thrown into the air followed, the sharpshooters doing wonderful work. A man came tearing down the track on his horse with a girl riding a few paces ahead, flinging the balls into the air, which he took—bing, bing—sometimes getting two at once. Another man fired from the ground, and when a third made some objection to his skill he shot off the top of the protestant's hat and later proved that he

could hit a flock of balloons by shooting the gas out of a red one a hundred feet in the air.

A quadrille danced on horseback by four couples was as clever a bit of skill as one would want to see. It would make a beautiful figure for any bachelor's cotillion.

A tug of war on horseback was another of the many features. The men, five on a side, lined up with the rope caught on their saddle pommels by stringers. At the word the range ponies settled back on their haunches. One man had his saddle pulled up on his horse's back, but he calmly slipped back of it and sat behind the cantle, while his pony settled down with his knees scraping the ground. That side won. It was hard to tell which side it was, or whether the award went to the others, but it would be safe to wager that man and that pony never could be beaten.

One rider there was who showed the bluejacket audience what a man can do in the way of trick riding. He flung himself all over and under his horse while on the dead run; he picked up his hat and rode under his horse's body. That stirred the enthusiasm of the audience as much as it would a landsman to see fighting maneuvers of a fleet at sea.

What was as good a melodrama as one will ever see, probably better, if one likes the Kremer-Davis brand, followed, when "Big Hutch" drove his mud wagon up to Peat's saloon, loaded on some of the girls of the station and started across the plains. At the half mile he was held up by four highwaymen, the box was taken and the bandits made their escape. But not before one of the lady passengers jumped on the back of a lead horse, rode like mad back to the station and got the cow-punchers. Then came a race.

The robbers did well, but right in the home stretch two of them were roped and put into jail. The one who had taken the box came along and shot off the lock, when the sheriff took a shot at him.

A duel followed. A bullet in his right hand never fazed that sheriff; he just began pumping bullets with his left. The robber could not stand a bullet in his heart, so he fell and died beautifully.

Meanwhile the other two had climbed out of the roof of the jail, a vaquero girl had a horse ready, which one of them mounted and rode away. The other went down in a lump at the fire of about twoscore of cowboys.

The bodies of the bandits were laid out in Peat's saloon, and then, "Curtain."

Steer riding followed that was almost as wild as the vaquero's exploit on his wild horse.

A contest for a greased pig, and a little drama about an escaping sailor, though none showed any desire to escape, closed a perfect entertainment and one that will make the men of the Atlantic Fleet long and happily remember their hosts in Los Angeles.

A banquet tendered to Admirals Thomas, Sperry and Emory was replete with surprises, picturesque features and beautiful effects in floral decorations of lighting. It was attended by many of the most prominent officials and men of affairs in the city and state, and was as elaborate a feast as the ingenuity of the committee in charge and the culinary experts could make it. The menu was a secret affair, each course attended by a surprise.

The big gilded dining salon of the Hotel Alexandria had been closed to guests for four days while the decorations for the banquet were in progress, and it was in reality a bower of roses and vines. The air was deeply laden with the perfume of the mingled blooms. The entry was an arbor of flowers.

Above the table seating two hundred and sixty guests a trellis work had been constructed, and in this way side walls and ceiling were covered with roses, poppies, geraniums, lilies and the myriads of flowers that abound in Southern California. Fountains playing in vari-colored electric rays and twoscore of canaries singing amid the vines were among the features.

The snowy linen of the tables was banked with American Beauties. Three thousand incandescent bulbs of red, white and blue were scattered in artless profusion among the flowers, and the effect of the combined decorative features was one of rare beauty. Lieut. Gen. Adna R. Chaffee presided at the banquet, and Joseph Scott, president of the Los Angeles board of education, acted as toastmaster.

The spirit of the people of Los Angeles during the preparation for the reception of the fleet and during the fleet's visit to the city seemed to have been a desire to see how much could be contributed toward the entertainment of the fleet, a desire to see



SOUTHERN CALIFORNIA HOSPITALITY.

The men of the fleet were whirled through welcoming crowds in automobiles.

how much could be given to the men, instead of planning for the visit of the fleet to see what the city could make, what advantages they could gain and how much money would be spent by the men. It was a condition which was most strikingly noticeable to the men whose general experiences ashore had been with grafters. The freedom of the city was unreservedly extended by all of its citizens. On one occasion over five hundred automobiles were placed at the disposal of the enlisted men of the fleet, and in them over two thousand men were sped through the streets of the city and over the suburban roads through the beautiful country which makes this Southern California paradise. It was not an infrequent occurrence for men to be overhauled while walking in residence districts of the city by gentlemen in automobiles, who took them as their guests to their homes. They enjoyed the stories told in the evening of the cruise which had just been made. They were glad to have the sailors with them. They took their guests during the evening to places of amusement, and with it all the sailors

were impressed with the feeling of true hospitality. Early in the morning the sailor guests were driven over the beautiful roads to the points from which their liberty parties embarked for the ship.

Reciprocity is a law which practically governs the life of a sailor, and his desire substantially to show his appreciation for the cordial welcome extended by the people of Los Angeles led to a subscription being started through the fleet for the purpose of raising fifteen thousand dollars to erect a public drinking fountain to commemorate the pleasures of their visit. Again did the people of Los Angeles confirm their sincerity in the genuineness of their hospitality by refusing to accept the offer of the men of the fleet, telling them that the spirit was taken for the deed, and the people of Los Angeles took pride in the fact that their efforts to entertain their visiting guests were so greatly appreciated.

Reluctantly things were secured for sea, and at seven o'clock on the morning of April 25th the fleet again got under way, steaming northward in a summer haze that hung over the Bay of Santa Monica. The fleet slowly passed Point Duma two hours later, while a hundred thousand people assembled along the shores to extend them a reluctant farewell. No spectacle so superb had ever been witnessed off the coast of Southern California, unless it was the arrival of the same ships a week before. Cheers did not suffice to express their emotion, the waving of flags and the booming of guns seemed inadequate, but the groups of tired people that stood for hours patiently awaiting the coming of the ships and the tears that filled eyes straining seaward as one by one they faded from view were evidences of the welcome that the fleet had known and of the regret that attended its leaving. Aboard the ships the officers and men watched the land fade behind them and wondered where again they would be greeted with such real hospitality.

The trip up the coast after leaving Los Angeles was made under changing conditions of fog and sunshine. Soon after the ships got under way, after the assembling of the four divisions at Santa Monica, a blanket of fog closed down suddenly and set gongs to ringing and whistles screeching a constant warning.

Rear Admiral Thomas, in command, on the bridge of the Connecticut, immediately ordered speed reduced to six knots; and booms were rigged out in protection. The fog lasted for four hours, finally lifting at noon, when full speed was resumed.

In spite of this delay and the wait incident to bringing the ships into their proper places in the difficult anchorage formation, the fleet anchored at Santa Barbara at twenty-eight minutes after four in the afternoon, just two minutes before the first bells of the dog watch were sent echoing to the shore, and less than half an hour behind schedule time.

A formal welcome to the city was extended to Admiral Thomas, the officers and men of the fleet soon after the flagship came to anchor.

The fleet remained there for five days, a festival of flowers having been arranged in its honor—and a festival of flowers it really was. Liberty parties were attacked at the landings and on the streets by the enthusiastic people of the city, who bombarded them with ammunition of bouquets, causing a speedy and unconditional capitulation. Flowers! Flowers! There was nothing but flowers. In anticipation of the arrival of the fleet everybody had planted flowers in the vacant lots, so that ammunition would not be short when the day came for the great battle of roses.

The perfume of the pretty flowers and the smiles of the pretty girls in Santa Barbara will ever remain pleasant and fresh in the memory of the sailors; but other things occurred which hold memories of a different sort. There were no fixed



LIBERTY PARTIES LANDING AT MONTEREY.

features on Santa Barbara's entertainment programme. The officers and men were largely allowed to pursue their own ways. Many of the latter returned to Los Angeles to spend the day and many there were who, weighing the penalty, preferred to break their liberty in Los Angeles rather than to take a chance in other ports. The amusements offered in Santa Barbara were naturally rather meagre owing to the size of the city, and consisted largely of flying horses, shooting galleries and a large variety of catch-penny affairs brought there for the occasion. Dancing on the canvas-covered asphalt on the ocean boulevard each evening was the only picturesque



PEOPLE OF SANTA CRUZ WATCHING THE ARRIVAL OF THE FLEET.

feature of the entertainment. All hands enjoyed it hugely, however, and when the available supply of eligible girls gave out they danced with each other.

Frequently people in all the ports of call expressed a fear that sixteen thousand sailors would "raise Cain" in the towns; but such fears had their foundation in ignorance. A score or even less of some of our "well bred" college boys can and do devise and execute more "Cain" in five minutes than all the bluejackets in the United States Navy could think of in a month during times of peace. Their time for the destruction of property comes after ambassadors are withdrawn.

Four bells had just struck on the morning of April 30th when the fleet was again under way. Wives and families of those on board preceded the fleet to its next stopping point, Monterey, where the ships arrived a few minutes after seven o'clock on the morning of May 1st.

The weather had grown heavy during the night, and when the fleet arrived off that famous resort, large seas were running. Disregarding that fact however,



THE CASINO, SANTA CRUZ, CALIFORNIA.

many small boats braved the seas in order to give their passengers a closer view of the big fighting machines. It was regular sea-boot and oil-skin weather; and those who ventured out on that memorable May Day from Monterey returned to the shore soaked from the spray of the waves.

Getting out of his bed, to which he had been confined in Paso Robles, Rear Admiral Evans turned a deaf ear to the entreaties of his physician and joined the fleet at Monterey. So enfeebled was he from the ravages of pain that he was obliged to allow himself to be carried aboard his ship in a reclining chair.

Morning had just dawned on the following day when prows were pointed across the bay to Santa Cruz. Anchors were dropped in the harbor of this picturesque resort at half past nine, and again did the fleet find a royal reception awaiting for the stay of three days.

San Francisco was the objective point and all was impatience for the hour to start.



FLEET STEAMING OFF POINT BONITA TOWARD THE GOLDEN GATE.

It was three o'clock on the afternoon of May 5th that the fleet steamed out of the harbor. Automobiles and carriages followed along the coast until the curtain of night was drawn about the fleet.

It was a short run up the coast, and at half past ten that night the fleet anchored off the Golden Gate near the lightship.

It was hardly necessary to call all hands on the following morning, for all had turned out early to get the first glimpse of the Golden Gate. Anchors were up; and through the towering, rocky portals of the Golden Gate into a new San Francisco risen from the ruins of two years before the battleships steamed in review of a multitude unnumbered. It was the same imposing pageant of immaculate white ships that sailed from Hampton Roads nearly five months before in the wake of the President's flag, but with the splendid accomplishment of a record-breaking cruise of more than fourteen thousand miles and three weeks of wonderful target work. The white-anchored, four-starred blue flag of the secretary of the navy, flying from the main of the trim little gunboat Yorktown, fluttered the welcome of the nation, while the governor of California, the mayor of San Francisco and the people of a hundred towns and cities voiced the greetings of the enthusiastic West. The exciting thrill of possible adventure lurking on the dimly distant horizon which marked the departure of the fleet from its Eastern base was gone, but there was still the satisfying sense of preparedness which travels with this self-reliant force of fighting vessels and the manifest pride of nearly a million residents of the great Western country who gazed for the first time upon a column of first-class battleships.

Rear Admiral Robley D. Evans, then in command of the assembled ships of both oceans, stood on the after bridge of the Connecticut as the famous flagship led the way through the harbor's gate and until she came to anchor at the head of the battleship columns.

Once inside the entrance to the bay the heavy battleships were joined by the armored cruisers of the entire Pacific Fleet, and the navy of the nation—all save a few newly commissioned or reserved ships on the Atlantic and some patrol boats scattered in the Orient—joined in a parade which for impressive beauty and strength



Copyright, 1908, by Waters & Co
Atlantic Fleet entering San Francisco Harbor through the Golden Gate, May 6, 1908.



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STEAMING TO ANCHORAGE IN SAN FRANCISCO HARBOR.



SECRETARY METCALF REVIEWING THE FLEET IN SAN FRANCISCO FROM THE YORKTOWN.



"ON RIGGERS INTO LINE."

NAVAL PARADE ON VAN NESS AVENUE, SAN FRANCISCO



of fighting timber had never been equaled. Forty-four vessels, ranging from the 16,000-tonned Connecticut and the five sisters of her class, down to the tiny torpedo boats, hardly larger than a racing launch, passed through the harbor to the anchorage south of the Market Street ferry terminals, where they anchored in four long lines awaiting the review of Secretary Metcalf. The parade and the maneuvers of anchoring occupied fully four hours of time and gave to the people who made black the hills of the city, the islands of the harbor, housetops and mountain heights twenty miles away, the most wondrous naval spectacle they had ever known. For after all, whatever may be the elaborate festivals planned ashore in welcome of the fleet, the ships themselves, steaming along in varying formations, really present the picture that is most beautiful to see.

No black-hulled navies of other nations can ever match the wondrous impressions the white ships of the Atlantic Fleet created at home and abroad.



REAR ADMIRAL EVANS AND MAYOR TAYLOR OF SAN FRANCISCO VIEWING THE PARADE.

While the fleet lay at anchor in the harbor of San Francisco many changes occurred in the command of the fleet, beginning with the lowering of Admiral Evans' flag from the Connecticut on May 9th.

As the blue ensign of the retiring admiral fluttered down to the after bridge of the Connecticut, a new flag of similar design was broken on the truck in token of the presence of the new chief, Rear Admiral Charles M. Thomas, who brought the ships from Magdalena Bay to Santa Cruz, and who acted for Admiral Evans at all the South American and Southern California social functions of the cruise, taking over control of the big fleet in his own right. The bunting of the new commander was saluted by thirteen guns fired from every ship in the fleet, the waters of the bay and the green surrounding hills echoing the signal shots. Admiral Evans was not permitted by his physician to go aboard the Connecticut during the ceremonies

attending his relinquishment of active naval service; but on board each of the sixteen battleships, the six torpedo boat destroyers and the auxiliaries of the Atlantic Fleet the final order from the departing Commander-in-Chief was read:

UNITED STATES ATLANTIC FLEET.

U. S. S. CONNECTICUT, FLAGSHIP.

San Francisco, Cal., May 9, 1908.

FLEET GENERAL ORDER NO. 9.

Upon relinquishing the command of the United States Atlantic Fleet, and haul-



Photo and Copyright by Pillsbury Picture Company.
 REAR ADMIRAL C. M. THOMAS AND HIS STAFF ON THE FLAGSHIP MINNESOTA.
 Lieutenant K. G. Castleman, Flag Lieutenant, on left; Lieutenant F. D. Berrien, Aide, on right.

ing down my flag this day aboard the U. S. S. Connecticut, Flagship, I desire to express to the officers and men of the fleet my great regret at leaving them, and my appreciation of and hearty thanks for their continuous and loyal support. It has been a source of much gratification and pride to me, throughout my period of command, not only to see the number of vessels in the fleet steadily increase, and the units become more and more formidable, but to see the steady improvement in drill, shooting, and in everything that tends to efficiency, and especially to witness the growth of that feeling of comradeship and esprit which transforms a group of vessels into an efficient war fleet. I am sure that both officers and men feel this same pride in the great increase of efficiency in these matters, and as it has been accomplished through their loyalty and zeal, to them I extend my thanks for all that they have done.

In taking leave of them I wish to say to each and every one that they have my warmest sympathy and best wishes for continued prosperity and good fortune in the future. I shall always watch their movements with pride and interest, and I trust they will extend to my successors the same loyalty and hearty support that they have always given to me, in order that I may be able to see from my home the fleet which I am now leaving progress steadily in efficiency, so that it may justify the faith of our people that our war fleet is and always will be a perfect source of strength for upholding the safety and honor of our flag, and "a security for such as pass on the seas upon their lawful occasions."

I desire that this order may be read as soon as possible at a special muster aboard every ship in the fleet, as a farewell greeting from a departing Commander-in-Chief, in whose heart the officers and men will ever find the warmest sympathy.

R. D. EVANS,
REAR ADMIRAL U. S. NAVY,
COMMANDER-IN-CHIEF UNITED STATES ATLANTIC FLEET.

Although for several weeks, during the illness of Admiral Evans, Rear Admiral Thomas was practically in command of the fleet, he was officially in that capacity for but six days, when he relinquished his command to Rear Admiral Charles S. Sperry.

UNITED STATES ATLANTIC FLEET.

U. S. S. CONNECTICUT, FLAGSHIP.

San Francisco, Cal., May 9, 1908.

FLEET GENERAL ORDER NO. 1.

The Commander-in-Chief announces that under orders of the Secretary of the Navy, he has this day relieved Rear Admiral R. D. Evans, U. S. Navy, as Commander-in-Chief of the United States Atlantic Fleet.

All fleet general and special orders and the Fleet Regulations and routine will continue in force until otherwise ordered.

The following named officers have been detailed on the Personal Staff of the Commander-in-Chief:

- Commander A. W. Grant, U. S. N., Chief of Staff.
- Lieut.-Comdr. K. McAlpine, U. S. N., Fleet Engineer Officer.
- Lieut.-Comdr. Ridley McLean, U. S. N., Aid and Fleet Ordnance Officer.
- Lieutenant K. G. Castleman, U. S. N., Aid and Flag Lieutenant.
- Lieutenant F. D. Berrien, U. S. N., Aid.
- Lieutenant D. A. Weaver, U. S. N., Aid and Fleet Athletic Officer.

The following named officers have been detailed on the Fleet Staff:

Pay Inspector H. A. Dent, U. S. N., Fleet Pay Officer.

Surgeon L. W. Curtis, U. S. N., Fleet Surgeon.

Major Dion Williams, U. S. M. C., Fleet Marine Officer.

C. M. THOMAS,

REAR ADMIRAL U. S. NAVY,

COMMANDER-IN-CHIEF UNITED STATES ATLANTIC FLEET.



Photo and Copyright by Pillsbury Picture Company.

REAR ADMIRAL CHARLES S. SPERRY, U. S. N.

UNITED STATES ATLANTIC FLEET.

U. S. S. CONNECTICUT, FLAGSHIP.

San Francisco, Cal., May 15, 1908.

FLEET GENERAL ORDER NO. 1.

The Commander-in-Chief announces that under orders of the Secretary of the Navy, he has this day relieved Rear Admiral C. M. Thomas, U. S. Navy, as Commander-in-Chief of the United States Atlantic Fleet.

All fleet general and special orders and the Fleet Regulations and routine will continue in force until otherwise ordered.

The following named officers have been detailed on the Personal Staff of the Commander-in-Chief:

Commander A. W. Grant, U. S. N., Chief of Staff.

Lieut.-Comdr. Ridley McLean, U. S. N., Aid and Fleet Ordnance Officer.

Lieut.-Comdr. S. P. Fullinwider, U. S. N., Aid and Flag Secretary.

Lieutenant D. W. Wurtsbaugh, U. S. N., Aid, Flag Lieutenant and Fleet Signal Officer.

Lieutenant D. A. Weaver, U. S. N., Aid and Fleet Athletic Officer.

The following named officers have been detailed on the Fleet Staff:

Pay Inspector H. A. Dent, U. S. N., Fleet Pay Officer.

Surgeon L. W. Curtis, U. S. N., Fleet Surgeon.

Major Dion Williams, U. S. M. C., Fleet Marine Officer.

C. S. SPERRY,

REAR ADMIRAL U. S. NAVY,

COMMANDER-IN-CHIEF UNITED STATES ATLANTIC FLEET.

The sixteen veterans of the Atlantic cruise were augmented by two battleships recruited in San Francisco for the remainder of the trip around the world, the Nebraska and the Wisconsin taking the places of the Maine and Alabama.

While the citizens of the Pacific coast surrendered their cities to the visiting fleet, the sixteen great ships themselves capitulated to the army of visitors which swarmed aboard them during their stay in each port.

In order to facilitate the movements of visiting parties in coming aboard, the commanding officers had arranged to have large floats made fast at the gangways of the different ships. Upon these floats tugs, launches and small boats of every description had deposited large cargoes of human freight, but to return to the shore for another load. Visitors were received at the gangways with that cordial welcome so well known in the navy. They were shown every courtesy, and none were obliged to stand about the decks for the want of a pilot and guide to initiate them into the intricacies of the great fighting ships.

One need not blush at the fact that some sailors might have manifested a choice in their preference for pretty girls, apparently being a bit anxious to take the fairest ones under their charge and cheerfully to answer all questions they may have asked prompted by curiosity, disregarding the fact that some of them may have sounded ludicrous to the mind of the sailor with whom the environments of his "home" were so familiar. When it is considered that thousands of the visitors had never been aboard a battleship before and that hundreds of them had seen the seacoast for the first time in their lives for the purpose of coming aboard one of the fighting leviathans, it is little to be wondered at that their curiosity should have been excited to a very strained degree.

Some were impressed with the fact that an inspection of the several decks disclosed no sleeping accommodations for so many men. This naturally prompted the question: "Where do the men sleep?" In reply, their attention was directed to the hundreds of hooks which symmetrically ornamented the I-beams on the berth deck. "At night," said one of the guides, "the sailors hang on these hooks." This limited explanation of things frequently left the inquirers wondering more than they did before their questions had been answered. It was a novel sight to them to see so many men in such a small space, but explanations soon dispelled the idea that quarters on the big ships were cramped and confined. Visits to the galley proved most interesting to those who had read the tales of "salt horse" and "hardtack." It was a revelation to see the cooks in their cleanest white hauling savory roasts from the galley ovens; and their visits to the bakeshop caused them to wonder greatly at the great piles of snowy bread, and especially they marveled at the stacks of pies which frequently met their gaze as they were stacked about the bakeshop to cool.

Many of the ships had the breeches of their great guns open, while in the muzzles electric lights had been placed. Bouquets of flowers had been placed in the bore of the great guns, and the polished steel refracted and multiplied the display of color. Looking through them, the guns were converted into dazzling kaleidoscopes, and it seemed hard to realize that such beautiful things were the engines of destruction that they really are. The spotless white of the paint appealed to all of the visitors, and in comparing the ship with their homes ashore, the immaculate condition of each vessel suggested itself as a model of neatness. The steam laundries aboard the ship were interesting.

When mess gear was sounded the scene on the decks was a revelation to those who expected to see the sailors line up at the galley with a pannikin and a plate for the ration of bean soup, hardtack and a piece of salt horse. The tables were neatly spread; and on more than one occasion children were heard to remark to their mothers (contrary to stories they had heard): "The sailors have knives and forks, and they even have butter."

Sanitary devices were everywhere apparent to preserve the cleanliness of the ship. The bread on the big ships is mixed in electrically operated machines, and even the cook in each mess is provided with a mechanical dish washer.

People who came aboard the ships, as they did by hundreds, lingered long more fully to acquaint themselves with the real condition aboard a man-of-war, which stood so glaringly in contrast to the stories which they had read and the tales they had heard of life in the navy. It is hard to estimate the number of thousands who boarded the ships during their visits in the coast ports; and these left the fleet with different stories to tell to those who were not able to avail themselves of the opportunity to see what kind of life is actually lived aboard our ships by the men in whose hands rest the safety and welfare of our country should hostilities threaten. A visit to the ships was a revelation; and the hospitality which greeted the visitors was as cordial as that extended by the citizens who welcomed the men of the fleet ashore. As a matter of comparison, it might safely be said that the memory of a visit to one of the great white ships will be more lasting in the minds of the shoreman than will the memory of the sailors' visits ashore, in that the things seen and learned, aside from being little less than marvelous, corrected erroneous impressions which hitherto had existed in the minds of thousands.

CHAPTER XVI

THE END OF THE BEGINNING.



It was ten minutes past eleven on Monday morning, May 18th, when the battleship fleet, Rear Admiral Charles Stillman Sperry commanding, weighed anchor in San Francisco Bay, and steamed northward in a drizzling rain, to make the last run of the long cruise. The fleet was headed for Puget Sound.

Off the coast of Oregon the fleet encountered very stormy seas and contrary winds. The hydrographic bureau on the Farrallone Islands had sent out warnings by wireless to all the vessels, and the prognosticated headwinds from the north made the progress very slow for many hours.

At half-past four in the morning of May 21st the fleet was first sighted off Gettysburg, about twenty-five miles below Port Angeles, steaming at seven knots an hour in a single column about four miles long, with the Connecticut in the lead. A drizzling rain was falling from a leaden sky, and the smoke pouring from the funnels of the white ships obscured the latter half of the line. Admiral Sperry was on the bridge of the Connecticut and waved his hand in response to the "Welcome" signal run up at the head of a dispatch boat from Seattle, his first greeting in Northwest waters.

At six o'clock the great fleet was off Port Angeles in the Strait of Juan de Fuca. Here the pilot came aboard the Connecticut, who was to guide the first squadron of seven battleships to Bellingham Bay.

The second squadron divided off Port Angeles, Rear Admiral W. H. Emory, commander of that squadron, taking the third division, consisting of the Louisiana, Virginia, Ohio and Missouri, into Port Angeles for a two days' visit, while the fourth division, made up of the Illinois and Kearsarge, steamed away to await the rest of the fleet at Port Townsend. The Nebraska, Kentucky, and Wisconsin proceeded directly to the Puget Sound Navy Yard at Bremerton for some small repairs before rejoining the fleet on the eve of entering the harbor at Seattle.

Just as the fleet divided the rain abated, and as the first squadron steamed across the Strait the sun broke through the clouds and dispelled the dismal gray that had hitherto blanketed the scerie. A balmy breeze sprang up in the south, brilliant sunshine bathed the white ships from mast-head to water-line, glittering on the blue water, and gave cheering promise of the bright days ahead in Puget Sound.

Shortly after noon the seven fighting ships of the first squadron rounded Commercial Point, and soon rode at anchor at the most northern point touched by any of the ships during the entire cruise. Lieutenant Frank Radley, commanding a company of the National Guard of Washington, had taken his station at Commercial Point, and as the vessels passed in line such a welcome was boomed to the fleet as would put the most demonstrative Fourth of July celebration to shame. As soon as the fleet arrived in Bellingham Bay the mayor of the city and a reception committee boarded the Flagship Connecticut and formally welcomed Rear Admiral Sperry and his officers and men to the city.

The Kearsarge and Illinois met with an equally joyous demonstration at Port Townsend, and the portion of the fleet which anchored at Port Angeles was accorded a reception no less cordial and inspiring.



NAVAL PARADE AT BELLINGHAM, WASHINGTON.
The most northerly port touched during the cruise of the fleet.

All three of these Sound cities did their utmost to give the men of the navy a "fine time," and their efforts were fully appreciated by the bluejackets, who for the time being took possession of the town.

The only cloud to mar the general happiness was a sad accident that occurred at Bellingham. On the street car lines the traffic was far beyond the capacity of the service. One road ran to a pleasure resort, which was thrown open for the sailors. The crowds hung on the cars wherever a foothold could be secured. On the fender of one of the cars four sailors were standing when they felt the fender giving way. The two on the outside jumped and saved themselves, but the other two were dashed under the wheels. They were J. J. Staub, seaman, and F. Lulinski, third-class master-at-arms, both of the New Jersey. Staub was caught by the front wheel and immediately killed. Lulinski escaped the front wheels, and was alive when taken out from beneath the car. He was hurried on a special car to St. Luke's Hospital, where he died a few hours later. The bodies were taken to Bremerton for interment in the Naval Cemetery.

Lulinski was the light-weight champion of the navy and had won laurels in the manly sport for himself and his ship in many ports.

The battleship fleet mobilized on Saturday, May 23d, the day that had long been set as the time for steaming into the harbor at Seattle. At half-past two in the afternoon Rear Admiral Sperry, on his flagship, the Connecticut, at the head of the line of ships glittering in the sun, arrived at Seattle for the four days' visit which had been scheduled for the fleet. The Connecticut was followed by the Kansas, Minnesota, Vermont, Georgia, New Jersey, Rhode Island, Louisiana, Virginia, Ohio, Illinois, and Kearsarge. The arrival of the splendid fleet of twelve majestic fighting ships, and their anchoring in the harbor, made by far the most imposing pageant ever witnessed in the Pacific Northwest.

As the flagship arrived off West Point she was met by the steamship Umatilla, bearing the official reception committee of the city, and was greeted in the name, not only of the city of Seattle, but of the citizens of the Pacific Northwest, uncounted thousands of whom had assembled upon every point of vantage on both sides of the harbor and upon decks of the harbor craft of every description, making up the huge flotilla assembled at the entrance of the harbor to give greeting to the officers and enlisted men of the navy, who had traveled so many thousand miles to be the guests of the people of the Northwest.

As the Umatilla came abreast of the Connecticut she turned and escorted the flagship to her anchorage, while the hundreds of boats in the welcoming flotilla formed into a double line and escorted the rest of the fleet into the harbor, their thousands of passengers cheering an enthusiastic and heartfelt greeting to the officers and sailors on the bridges and decks of the warships.

Ballard Beach, Fort Lawton, Queen Anne Hill, Kinnear Park, Luna Park, West Seattle, high buildings in the city and every dock and wharf building along the water front were black with citizens and visitors from every part of the Northwest, who waved greetings to the warships as they passed into the harbor and took their places at the stations assigned them, where they were to lie at anchor while guests of the city. From the water on every side the city was dotted with waving flags, and the bright toilettes of the women and fluttering bunting made a flower garden of smiling welcome that augured well for the hospitality to be enjoyed by the officers and men of the fleet during their stay.



FLEET STEAMING AROUND MAGNOLIA BLUFF ENTERING ELLIOTT BAY, SEATTLE.



EXCURSIONISTS MEETING THE FLEET ON PUGET SOUND.



PARADE MARCHING ON FIRST AVENUE, SEATTLE



REVIEWING STAND FOR THE NAVAL PARADE, SEATTLE.
Rear Admirals and Captains of the fleet in foreground.

The Umatilla accompanied the Connecticut to her anchorage, when the flagship was immediately boarded by the official reception committee headed by John Franklin Miller, mayor of the city.

Immediately after his presentation to Admiral Sperry, Mayor Miller, with a spoken greeting from the people of Seattle, and in the name of the city, presented the Admiral with the beautiful gold key made from Alaska gold as a token of the welcome of the Northwest and an emblem of the freedom of the city for himself, his officers and his men.

Admiral Sperry responded to the greeting from the mayor, and after acknowledging the gift of the key, accepted, in the name of his officers and men, the invitation to partake of the hospitality of the city for the next three days.

As soon as the official ceremony was concluded Admiral Sperry turned to his staff and there followed a general introduction of the members of the committee to the officers of the ship. Admiral Sperry then entertained Mayor Miller and the official committee in his quarters.

The city's greeting to the fleet concluded with the anchoring of the ships, and the welcoming flotilla returned its many thousands of passengers to the city, while the battleships became busy with preparations to receive visitors and for the grand illumination of the fleet at night. All during the afternoon the harbor was thronged with excursion boats and pleasure craft of all descriptions, which crowded around the battleships, making a busy scene of picturesque confusion.

From this time on there were busy times in Seattle, and the bluejackets had much to occupy their hours ashore. Receptions, barbecues, concerts, theatres, automobiling, feasting, and every imaginable form of entertainment and fun-making turned the days and evenings into a continuous holiday jubilation.

The most impressive event was without doubt the monster parade on the last day of the visit of the fleet. To those who had seen gigantic parades in the great metropolitan centres of the East and of Europe, this great array was very imposing, interesting and suggestive, but to by far the greatest number of the hundreds of thousands who witnessed it it was a most dramatic exhibition of the fighting and protecting force of the navy. Nothing else, in addition to seeing the great fighting machines themselves, could have given the thousands of visitors from interior points and the rising generation a more graphic sense of the importance of the navy. Probably the visit of the fleet to the Pacific shores is of far greater significance in the fostering of a spirit of national patriotism than any of us dream.

It was estimated that over four hundred thousand people witnessed the parade, and it is very likely true that nearly two hundred thousand people from other parts concentrated in Seattle to see the fleet. They came in vast throngs from Oregon, Idaho, Montana, and British Columbia. Every incoming train and boat was loaded to the limit. Fortunate it was that the bluejackets brought their bunks with them; otherwise the city would have had a hard task to take care of them with proper hospitality. Seattle had never held such a multitude of people in all its history as that brought together by a common desire to see the nation's wall of defense. This seems the best possible compliment the Northwest could have paid to the great white ships and their crews.

A unique feature of the parade was the presence in the line of march of a bunch of Grays Harbor bears. Sixteen members of the Aberdeen Chamber of Commerce had come to Seattle to greet the fleet, bringing with them sixteen bears as mascots



FIRST AVENUE AFTER THE PARADE.
The greatest crowd ever seen in Seattle.



TOURING WOODLAND PARK, SEATTLE, ON THE QUARTERDECK OF A DONKEY.

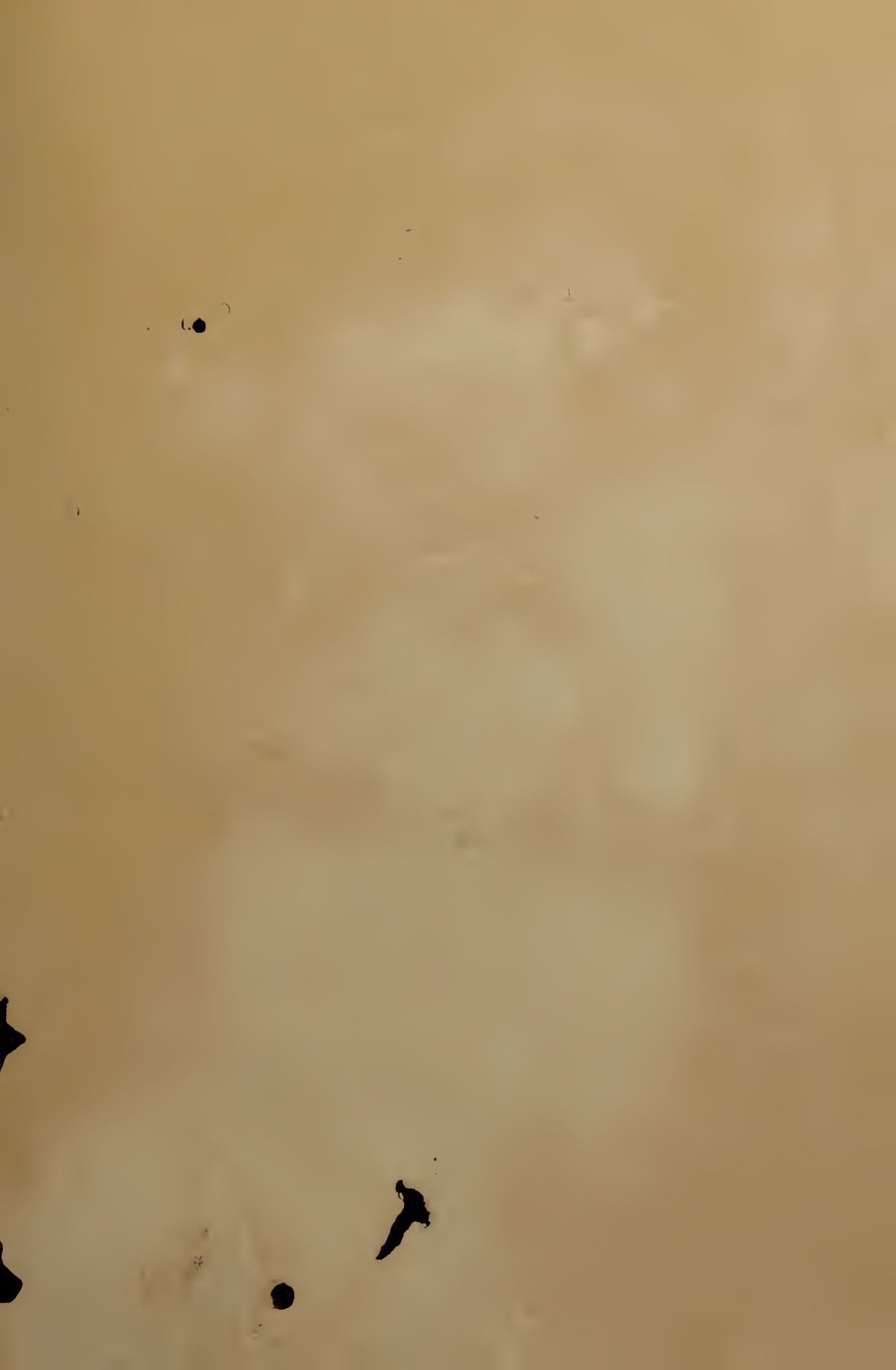
for the sixteen battleships. After they had done duty in the parade the cubs were distributed among the ships, those for the ships not present being shipped to their destinations.

This cruise of the Atlantic Fleet has served a manifold purpose. It does not only confirm in the minds of the people the strength on which they can depend; but it has been a lesson of patriotism to the rising generation. School children by the thousands visited the fleet in every port of call, accompanied by their teachers, and during a single day aboard a ship they learned more than could have been drummed into their heads by the reading of pages of history. Frequently during the visiting hours men would be seen seated on their ditty-boxes entertaining a large audience which had circled about them with details of the long voyage. Literally a lecture it was as they told of the strange things they had seen, and of the peculiar customs of South American people, confirming in a few instances and contradicting in many the stories which the children had read in their geographies. They were armed with pictures and post cards, which were passed about for the inspection of their interested audiences.

In many instances parties who had been piloted about a ship did not forget the courtesy extended by the sailors, strangers to them, who had volunteered to show them about the big fighting machines; and upon their return to the shore many sent tokens of their appreciation in various forms to those who had shown them about their "homes," for such a ship is, or should be, to every man aboard. If this is not the case, where is a man to find a home during the time he is rendering his services to his country and to his flag?

With the jollifications, the music, the illumination at night, the panorama of pageantry and pleasure came to a fitting period. Wednesday, May 27th, found the crowds melted, Seattle swung into the routine of regular business, and the battleships said farewell to the Queen City that so warmly rejoiced in their visit. At nine o'clock the entire fleet steamed out of the harbor, the Illinois, Kearsarge, and Minnesota going to the navy yard at Bremerton, where the Wisconsin and Nebraska had already been sent, and the remaining eight sailed for Tacoma, where they anchored at eleven o'clock amid the most enthusiastic demonstrations of the people. The next day, May 28th, the Connecticut, Kansas, Vermont, and Louisiana sailed for San Francisco, whither the Missouri had previously been ordered. The Georgia, New Jersey, Rhode Island, and Virginia remained for a three-day visit at Tacoma, the last port of call on the cruise. On Tuesday, May 31st, these vessels weighed anchor and sailed out of Commencement Bay for Bremerton, where all of them were ordered to be docked before returning to San Francisco. This was the final act in the dispersion of the greatest battleship fleet seen on the Pacific Coast, at the end of the most remarkable cruise made by any navy in the history of the world.

It was not that the officers and men of the fleet were not appreciative that they breathed a sigh of relief when they saw the fleet "scatter" to the various docks, when receptions had gone into history and for a full month before the voyage was resumed they owned themselves.



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